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To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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SHIPBUILDING IN GERMANY.

Amongst the articles which, on an ever-increasing scale, are being made in Germany are ships. New shipyards are being erected, old ones extended, and the majority of them appear to be well occupied. According to the latest statistics, which date from the beginning of the year, there were in course of construction in German shipyards an aggregate of 275 vessels, of which 175 were steamers, 13 sailing vessels, 39 lighters, etc., and the rest smaller craft. There is a predominant tendency on the part of the authorities, naval and otherwise, to get built within the country what can possibly be built there, and private contractors follow the same principle. Of the vessels referred to above, 44 steamers and six sailing vessels were intended for the Trans-Atlantic traffic, and it is quite manifest that the dimensions of the vessels become greater every year. There were not less than seven steamers in course of construction of more than 10,000 tons; six of these were for account of the North German Lloyd's, and comprised a couple of the longest and fastest steamers afloat. Between 5,000 and 10,000 registered tons there were five, of 2,000 to 5,000 tons eleven. Another important feature in connection with German shipbuilding is the rapidly increasing number of fishing steamers, about 30 being in course of construction at the beginning of the year. At the same time that several German owners have had vessels built for them abroad, a score of vessels have been built in Germany for foreign account, the Brazilian, the Roumanian, and other governments being amongst the contractors. The Hamburger firm of Blohm and Voss stood at the head, as regards tonnage, of the list at the beginning of this year, having during the previous twelve-month constructed or taken in hand

12 Trans-Atlantic steamers. Next comes the Vulkan Co., of Stettin, with eight steamers, some of which are of unique dimensions. Also the well-known Schickan yard has been tackling steamers of unusual size, but in addition they have been busy with torpedo boats, having built some half dozen for the German navy. The Howaldt yard at Kiel builds a considerable number of vessels, but mostly of more modest dimensions, which remark also applies to the firm of H. C. Steileken & Son, Hamburg, and to that of the Vulkan in Bremen. Another Bremen firm, the Weser shipyard, has on its list, besides several cargo steamers, a cruiser for the German navy. The Germania yard, in Viel, built four vessels, three of which were torpedo boats. Quite an unusual activity prevails at the German dock yards, and a good few contracts for the Imperial navy have also been placed with private yards. The government dock yards have in hand the three largest ships of the German navy, the one at Wilhelmshafen two, and the yard at Kiel one. The two first-class ironclads will have three propellers, and are in many respects built on similar lines. There was, further, in hand at Kiel a fourth-class ironclad, and at the Dantzig dock yard a sister ship. Five cruisers of the second-class are being built, two at the Imperial dock yard at Dantzig, two at the Vulkan shipyard, Stettin, and one at the Weser shipyard, Bremen. With regard to war-ships for foreign account, the Vulkan shipyard in Stettin have in hand three protected cruisers for the Chinese Government; and the Schickau yard some torpedo catchers and boats for the Austrian Government.

LIGHT-HOUSE CONTRACTS.

The Light-House Board has rejected the bids opened at Detroit for the metal work of the lighthouse at North Manitou, Mich. The board awarded contracts for the metal work for the lighthouse at Sturgeon Bay Canal and Devil's Island, Wis., to John P. McGuire, of Cleveland, at \$7,900 and \$7,350 respectively. Bids for the North Manitou station will be again advertised.

TO JOIN THE NAVY.

The United States naval recruiting station temporarily opened at Milwaukee, was closed this week, and Lieutenant-Commander Hawley, U. S. N., who had been in charge, left for Detroit. Twenty-six recruits were enlisted in Milwaukee, and these were sent to New York, from which place they will go to the navy yards until assigned to vessels. The opening of the station in Milwaukee was in the nature of an experiment and to give western people an opportunity to enlist in the navy. Up to the present time nearly the entire navy has been composed of eastern men. A station will be opened in Detroit for a week or so, and then Commander Hawley will visit other ports on the lakes, probably opening a temporary office in Cleveland next. It is quite likely that a station will be opened for enlistment at the principal lake ports every year in the future.

CANAL RULES TO BE ENFORCED.

During his recent visit to Sault Ste. Marie, Col. Ly-decker, Corps of Engineers, U. S. A., made the discovery that certain of the rules and regulations governing traffic through the canal were not being strictly enforced. The Colonel, after a thorough inquiry, issued orders for the absolute enforcement of the rules in every particular and detail. It appears that, in order to avoid unpleasantness with vessel masters, the resident canal authorities or working forces have permitted them to do about as they pleased while in the canal, thus practically nullifying certain of the rules laid down both for the protection of the canal and vessels.

MONTHLY WEATHER CHARTS.

Prof. Willis L. Moore, chief of the United States weather bureau, made a western tour this week on an important mission. The men who risk their lives during all seasons to carry on the commerce of the Great Lakes are to be the beneficiaries of a plan for which he is now arranging the details.

Secretary of the Department of Agriculture Wilson has given his hearty approval to the scheme recommended by the chief of the weather bureau, and Mr. Moore will put it into operation the coming fall. The plan will be inaugurated October 1, and it is believed will be welcomed by lake vessel men as one of the greatest aids the weather bureau has been able to afford them.

The scheme consists in the insurance by the weather bureau a few days before the first of each month of a marine weather chart of the lake region, showing the location of greatest fog frequency for the following month, as determined by the records for twenty-seven years past; also the normal storm track across the lakes for the coming month, with the usual prevailing direction of the wind at each lake port and the highest wind velocity recorded at each port.

In addition to the maps with lines showing regions of anticipated fog and storms there will be appended to the charts a considerable amount of text containing interesting particulars of marine information gathered at all the ports along the lakes for the month preceding the date of issue. This information will be compiled by the weather bureau officers at the various ports and forwarded to the bureau at Washington for publication.

NEW PILOT CHART OF THE LAKES.

The Hydrographic Office announces the publication of a new pilot chart for the Great Lakes, No. 1675. The tables of canals and dry docks have been revised and corrected to date; and distance tables and the Rules of the Road (White Law) are printed on the back of the chart. A new and valuable feature is the graphic method of showing the proportion of days on which fogs occurred during the seasons of navigation for the past six years at each of the principal light stations on the lakes; the proportion of hours during which fog prevailed is also shown graphically. There is also a table giving, in figures, the occurrence and duration of fog at the stations of the U. S. lighthouse service on the Great Lakes, from which the probabilities of fog during any month of the season of navigation at any light station may be ascertained. This chart is not for free distribution, but may be had from the sales agents of the Hydrographic Office. Price 50 cents. For sale by the Marine Record.

CHICAGO LAKE SHIPMENTS.

Shipments by the lake lines from Chicago last week reached the enormous total of 199,138 tons. This exceeds the total lake shipments ever made before from this port by over 30,000 tons. The shipments for the week previous—161,730 tons—were the next largest on record.

Following is a statement of grain shipments by lake from Chicago last week:

	Bushels.
Wheat	1,400,000
Corn	4,294,000
Oats	1,700,000
Total	7,394,000

The Treasury Department remitted on Saturday the fine of \$100 against G. W. Parker, of Port Huron, owner of the steam barge D. S. Rose, and of \$500 against Capt. Nessen, of Marquette.

NEWS AROUND THE LAKES.

CHICAGO.

Special Correspondence to the Marine Record.

Capt. James Davidson, of Bay City, was in Chicago Tuesday.

At the shipyard here the steamer Lorain L. was in dock and received a new stem, new cants forward and several new planks on her bow.

The Chicago Shipbuilding Co. have contracted to build for Messrs. Elphicke & Orr, a steel steamship, 400 feet keel, 48 feet beam, 28 feet molded depth. The company will also build a quadruple expansion engine for the steamer.

J. J. Rardon & Co. chartered steamers George Stone, wheat, to Buffalo, at 1½ cents; steamer Globe, corn, to Buffalo, at 1½ cents; City of Cleveland, corn and wheat, to Buffalo, at 2 and 2½ cents; steamers Phenix and John F. Eddy, corn, to Buffalo, at 2 cents.

At the Chicago Shipbuilding Co.'s shipyard, the whale-back steamer Pathfinder and consort Sagamore repaired the damage caused by collision at the Soo River. The steamer H. A. Tuttle received some outside planking and other repairs. The schooner Gifford a new main boom.

Capt. John Prindville chartered the steamers Vega and Vulcan for corn to Buffalo at 1¼ cents; steamer Canisteo and consort Stewart and steamer Norwalk for corn to Kingston at 3 cents; steamer Niko and barge Churchill for corn to Midland at 1½ cents; steamer Nahaut, oats, to Buffalo, at 1½ cents; steamer H. A. Tuttle, wheat and rye, to Buffalo, at 1½ cents.

H. W. Cook & Co chartered the steamer Katahdin for sort Zapotec for corn to Buffalo at 2 cents; steamer John sort Zapotec for corn to Buffalo at 2 cents; steamer John Otis, lumber, Menominee to Chicago, at \$1.00; schooner Evaline, lumber, Marinette to Chicago, at \$1.00; steamer Sanilac, lumber, Escanaba to Chicago, at \$1.00; schooner Surprise, posts, Bois Blanc to Chicago, at 3 cents.

The Goodrich Transportation Co.'s steamer City of Racine when coming into port early Saturday morning ran into the breakwater on the south side of the river. The stem and bow of the steamer demolished the timber of the breakwater and drove a hole about 10 feet through the rock. The steamer escaped without damage to her hull, only some paint having been scraped off. The accident was caused by some defect in the wheel chains.

Capt. Henry B. Stines, of the Goodrich Transportation Co.'s steamer Virginia, and Capt. Robert Smith, of the whaleback steamer Christopher Columbus, have been suspended as captains for thirty days from September 1st by Wm. Fitzgerald and D. W. Chipman, U. S. local inspectors at Milwaukee. The Columbus was going out ahead of the Virginia and slowed down to take some passengers, who had failed to get to the steamer before she left her dock, on board from a tug. The collision took place as the Virginia was passing the Columbus. Capt. Smith, of the Columbus, preferred the charges against Capt. Stines to the inspectors. He feels very indignant at the outcome and has retained Col. Robt. Rae, the well-known marine lawyer of Chicago, to appeal the case to Washington.

The steamer City of Bangor, which loaded 166,000 bushels of corn at Armour's E elevator in the South branch of Chicago River, experienced considerable difficulty and delay getting down the river. The Bangor got away from the elevator about 8 o'clock, Saturday night, and after many hours' delay in the draw of Taylor street and one or two hours on Washington street tunnel and on other shoal spots whilst going down the river she finally got out of port at 2:30 o'clock Sunday afternoon. Some mistake appears to have been made in trimming her cargo, as she was drawing 17 feet 2 inches forward and 16 feet 1 inch aft. The Independent Tug Line's tugs William Dickinson and Rita McDonald pulled on her forward and their tugs Crawford and W. H. Wolf flooded her aft by working their wheels.

DETROIT.

Special Correspondence to the Marine Record.

Samuel F. Hodge & Co. have closed a contract this week with Capt. James Davidson, of West Bay City, for two triple-expansion engines and two Scotch type boilers for the new steamers now being built at his yard.

Passenger business on the D. & C. line is making up in staying power for its backwardness at the beginning of the season. The north-bound boats always go out now with every berth filled, a condition of things which is not expected by the owners at this end of the season. South-bound travel is yet brisk.

The steamer Hudson, of the Western Transit Line, has recently made a speed record of 22 hours 20 minutes from Mackinac to this port, a distance of 311 miles, bringing a full cargo. The Gilbert of the Empire Transportation Co., also made a speed record for loaded steamers from the Soo to this port last week of 23 hours and 20 minutes, a distance of 333 miles. The Hudson has two Scotch type boilers and her engine was built by the Detroit Dry Dock Engine Works. The Gilbert has three Scotch type boilers and her engine was built by the Frontier Iron Works.

The naval recruiting station has been opened here. It has been awaited by many Detroit men and it is likely that the first few days will see a large number of applications. Lieutenant-Commander Hawley, U. S. N., is in charge of the recruiting station, at 54 Woodward avenue.

The United States Navy needs seamen, ordinary seamen, apprentices, landsmen, machinists and firemen. The able seamen get \$24 per month, ordinary seamen \$19, apprentices \$9 and landsmen \$16. The mechanical recruits, machinists and firemen get the former, \$40, \$55 and \$70 per month, the latter, \$30 to \$35.

Capt. Thomas Cosgrove, late master of the schooner L. L. Lamb, recently stripped and abandoned at Buffalo, is at his home in Sarnia, Ont., and explains the situation. He says the Lamb was unseaworthy and made her last trip from Georgian Bay with railroad ties with great difficulty. She was in no condition to go back. The crew libeled her for wages at Sarnia, and he obtained an advance of \$275 on the freight bill of \$400 to pay them and keep the boat running. At Buffalo he put everything movable belonging to the boat in storage, borrowed \$25 on the outfit, collected \$70 more on the freight, and then abandoned her in a sinking condition. He denies she was scuttled. He says he can account for everything that was done and that there was no occasion for the Buffalo papers to jump on his neck in the manner in which they have done.

BUFFALO.

Special Correspondence to the Marine Record.

There is any quantity of elevator capacity at this port now and no undue detention ought to occur to vessels discharging here. Through a grouping of steamers some time has been lost in the past seasons, but all this has now been overcome and we look for quick dispatch from this time on. It would appear that some individual is trying to run down the capacity of this port in handling grain, but we can do it all right enough when required.

The new steel steamer Starrucca, built by the Union Dry Dock Co., here, has been given the official number of 116,786. She is 3,114 gross and 2,118 net tons, hailing from Buffalo. There has been other tonnage built on the lakes and assigned official numbers during the week ending August 21, but they are too small to mention. The Starrucca is the largest registered and her tonnage nearly equals all the rest combined.

As a result of a dispute with the underwriters, the schooner Francomb was libeled on Tuesday at Tonawanda for \$1,851.95. The vessel was at once bonded. The trouble arises over a disagreement as to value for general average purposes of coal jettisoned from the vessel when she was ashore at Presque Isle, Lake Huron, last spring. One side contends that the appraised value should be the same as the invoice, and the other side that only the rate obtained for the balance of the cargo at forced sale should be allowed.

The following has been sent out from New York: "Capt. W. S. Van Keuren, grand captain of the American Association of Masters and Pilots of Steam Vessels, through Capt. I. T. Golden, purser's clerk of Manhattan Harbor No. 12, of that association, desires to announce that the contract executed between the association and the firm of F. L. Mather & Co., of Buffalo, for the publication of a log of the last meeting of the Grand Harbor of that association, has been annulled, and that any book or log, or proceedings of the last meeting, if published by the firm in question, will be unauthorized, and will not have the approval of the officers of the association."

CLEVELAND.

Special Correspondence to the Marine Record.

The Globe Iron Works Co.'s shipyard is kept busy on their recent government contract for two new vessels; the engine, boiler-shop and foundry branches are also at work on full time.

The Cleveland Dry Dock Co. docked the large steel steamer this week to receive a new propeller wheel. The schooner Emma C. Hutchinson was also in dock having her butts calked.

The Ship Owners' Dry Dock Co. were somewhat busier this week than usual, having had the steamers Pioneer and La Salla in dock for repairs to stern bearings, and the R. R. Rhodes, as well as the J. H. Outhwaite in for calking butts.

Mr. T. E. Belton, consulting mechanical engineer, 21 River street, Chicago, visited this port during the week while on a tour of the lakes in the interests of Belton's Standard Boiler Compound. Mr. Belton reached this city from Detroit on Tuesday and will likely remain over for a few days, taking orders for his well-known foaming and scale preventer in boilers.

The river widening between Main street bridge and a point three hundred feet north of the Superior street viaduct is completed. Dredging along the line of the old docks will be done, and then the city will proceed with widening the river under the Superior street viaduct. The improvements so far as they have been carried out meets with the approval of all interested in the work.

The Cleveland Ship Building Co. are well ahead with their new dry-dock and shipbuilding plant at Lorain, and while they did not sign any contract for new tonnage, as hinted about last week, it is certain that the next new steamer to be built will go on the stocks at Lorain. Superintendent of construction Mr. Thomas Bristow has already taken up his work at Lorain and spends all of his time there.

Capt. James Stone likes to hear his whistle blowing just as every other steamboatman does, and the next best thing is to have a megaphone to holler through. Capt.

Stone frequently vaporizes his notions, but he is densely ignorant regarding the Rules of the Road as embodied in the White Bill, and yet I think he was on the delegation that went to Washington to hurry it through. Oh, Lord! When will local inspectors learn enough to see that they issue licenses to only those who are incompetent?

Louis P. Mason et al., owners of the steamer Ohio, have filed a suit in admiralty in the United States Court at Cincinnati against Samuel Mather et al., of Cleveland, owners of the steamer Siberia. Damages to the amount of \$79,611 are asked on the appeal to the Court of Appeals. A decree of damages of \$63,793 was given by Judge Severens some time ago. The plaintiffs in the suit declare that while the Siberia was passing through the "Soo" River in May, 1890, she was struck and sunk by the Ohio.

Capt. H. R. Freeman, manager of the marine department of the Mutual Life Insurance Co., New York, is in the city this week, in the interests of his company. Mr. L. C. Lawton has been appointed general agent of the company here with Capt. V. D. Nickerson as manager. It is well said that "nothing succeeds like success," and in the building up of a vast line of business along the line of life insurance among the marine fraternity Capt. Freeman has surely been successful. Agents for the Mutual have now been appointed at all of the principal lake ports and the marine branch will be closely attended to in the future.

Lake men will be glad to know that a strong effort is on foot to codify and consolidate the navigation laws, which are now a picturesque patchwork of unnecessary requirements and ridiculous technicalities. Commissioner of Navigation Chamberlain has done much to improve the situation, having secured the repeal of more than a dozen vexatious and absurd laws during his term of office. It is believed that the codification of the laws would result in materially relieving vessel owners and masters from annoyance and at the same time would add to the protection afforded to the traveling public. Under the way things are running now we want a new codification each year. Hon. E. G. Chamberlain has codified them once, and now the additions and corrections are so many as to call for a new edition.

The steamboat inspection seems from all accounts to be a peculiar jumble anyway. A Washington special to the Leader here pokes lots of fun at the fuzzy old methods observed in the service. In the special referred to, which is somewhat lengthy, among several cases cited is this one: A heavy fine was recently levied upon W. F. McGregor, of the steamer Mary Boyce, of Grand Haven, on the ground that she was short two buckets and one life preserver, and that the cubical contents of the buckets were not plainly marked thereon. The evidence in this case showed that the inspector, rather than the owner or master, was to blame, for it appeared that the shortage occurred through an error on the part of the inspector on the occasion of the previous inspection, when by his account it appeared that more life preservers and buckets were in place than were required, and the excess having been removed, a subsequent inspection developed the fact of the original error. The marking of the buckets had not been done for the reason that the master understood that the last certificate of inspection operated to prevent the imposition of this new requirement until the next inspection, and the work of marking had been begun before the fine was levied. General Spalding also reduced this fine to \$10.

FLOTSAM, JETSAM AND LAGAN.

Steamers clearing from Buffalo fuel at Erie, where coal can be had for \$2.50 per ton.

Work on the concrete breakwater at Marquette has been suspended for the season.

At Escanaba last week John McNeill, a deck hand on the steamer Niko, fell off an ore dock and sustained fatal injuries.

The Wheeling & Lake Erie Railway Co. is said to be looking for dock property at Toledo for coal shipping purposes.

The value of the recent big Appomattox grain tow is reported at \$461,700, and it is estimated to be the crop of 243,000 acres.

During the coming winter the gate machines of the Poe lock at Sault Ste. Marie will be partially rebuilt and changes made in the power plant.

The wreckers are still at work on the Pewabic, blasting away portions of her hull. Considerable wreckage has been brought up, but nothing of value.

Requests have been made for a gas buoy on Gull Island Reef, Lake Erie. It would help passenger boats on the Cleveland-Toledo route and coast freighters.

Capt. Albano now sails the Rhoda Emily in the stead of Capt. George McCullough, and Capt. Beggs the steamer Britannic in the stead of Capt. E. H. Davis.

Abraham Arsenault and George Reynolds, of Sheboygan, are under arrest, charged with taking four tons of the coal that was jettisoned from the schooner Francomb last spring, when she was ashore.

The Ann Arbor road has decided to build a large flour warehouse 48x100 feet at Frankfort to accommodate its lake trade. The capacity of the warehouse will be 450 cars. Work is to be commenced the first of next month.

Seattle parties have been figuring with the Detroit Dry Dock Co. to build a large sea-going passenger and freight steamer to run between Seattle and St. Michaels, Alaska,

and two light-draft stern-wheelers to run on the Yukon River.

The largest consignment of lumber that has left Bay City this year went out of the river Wednesday night. The steam barge Nellie Torrent with the barges Jackson, Perew, Lester and Agnes as consort, cleared for Cleveland and Tonawanda with lumber aggregating 2,300,000 feet.

Two large waterspouts were seen off Petoskey, Mich., on Sunday, by a great number of people during the wind-storm that came up suddenly in the afternoon. They made an imposing spectacle. No damage is reported, although one spout went very close to one of the ferry boats.

A Detroit vessel owner states that one of his vessels, an A2 wooden craft, had been mulcted \$330 by a Duluth grain shipper because of the discrimination against cargoes shipped in vessels of that class, practiced by the London Lloyd's, which insure every cargo of grain that leaves that port.

If it should come to blocking channels as a means of retaliation, Canada has most of the best points in her possession. Had she possession of the lower end of the St. Clair Canal, the entire American lake carrying trade, except that part trading between Lake Superior and Michigan would be at her judgment or good will.

William Delone, a watchman on the steamer W. B. Morley, disappeared during Wednesday evening of last week while the steamer was discharging coal at Milwaukee. On Saturday evening his body was recovered from the river near by. Delone was about 25 years old and hailed from Wallaceburg, Ont.

Under the Breyman Bros.'s contract, dredging has been commenced on the second turn out on the south side of the crib in Toledo Bay. This will be 200 feet wide, the same as on the north side, with large approaches on both sides. It is anticipated that the work will be finished this fall. This will make two channel around the crib instead of one.

The Actuary of the Treasury estimates the population of the United States at 77,000,068 on August 1st. This is an increase of 14,168,168 over the census total of 1890, or an average of a fraction over 2,000,000 a year increase. At this rate the census of 1900 will show a population of 83,000,000—an increase for the decade of half as much more as for the ten years from 1880 to 1890.

In addition to the two boilers already recovered from the wreck of the burned steamer Australasia, the steam steerer, fan and engine, steam capstan, boiler arches, steam fitting, coils, pumps, condenser, hawsepipes, iron towposts and a score of other things have been landed. The wreckers are now removing the working parts of the engine, and propose also to recover the shaft and wheel.

A larger and more adequate waterway than the Erie Canal now is, or will be, after the state of New York spends its millions on it, is demanded by the transportation interests of the great western country. The De Witt ditch is destined to become a national artery of commerce at no distant date, as no better route to reach tidewater, via the Hudson, seems practicable, without an enormous expense.

Since the wreckers reported 25 feet of water over the dynamited remains of the hull of the schooner George W. Adams near Point au Pelee, Lake Erie, Commander E. Dunn, of the Canadian cruiser Petrel, has made a thorough investigation of the vicinity. He reports that there is a considerable space with 18½ feet of water and two places with barely 14 feet of water. A small white flag buoy was placed over the center of the wreck.

Hardly a week passes during the season of navigation without there being more or less serious collisions to report, and, as these cases are not inquired into on the lakes there is no means of tracing or finding out the cause or causes eluding up to the collision. It would appear to us, that in some instances at least, inferior, cheap signal lights, such as side-lights and masthead lights, were accountable for the trouble that a vessel sometimes gets in and this, too, from a mistaken notion of economy, as it always pays to have the best possible aids on shipboard and this is especially true regarding lights.—Marine Record, Cleveland, O.

We take the same view as our esteemed contemporary in the matter of lights. Right here in the harbor of New York collisions have occurred which can be attributed to defective lights and the carelessness of those having them in charge. There is nothing that invites collision more than a vessel groping her way among the shipping of a crowded harbor without displaying the required lights.—American Shipbuilder, New York.

The Zenith Transportation Co.'s new steamer Empire City, built by the Cleveland Shipbuilding Co., has broken the Lake Superior ore-carrying record, held by the barge Polynesia, of 5,477 gross tons or 6,134 net tons. The Empire City left Two Harbors on her first round trip with a cargo of 5,565 gross tons of ore and 150 tons of fuel for South Chicago. With this cargo she drew about 17 feet of water on the mean and she is considered by vesselmen as a great success. The dimensions of the steamer are 406 feet keel, 426 feet over all, 48 feet beam, and 28 feet molded depth. It now looks as if a 6,000-ton jag would soon become an ordinary event in cargo carrying on the lakes.

The famous Clyde pleasure steamer Iona was leaving Rothesay pier, says an exchange, when one of the sailors, pulling the casting rope on board, by accident struck a lady's lap dog, which yelled and caused its owner to exclaim, "You stupid fellow!" to which the sailor, a new

hand, and somewhat rough-tongued, retorted rudely by desiring her to go to "a certain place."

The lady, much offended, complained to the captain, with the result that Donald was sent for and informed that he must apologize. The man accordingly returned to the scene of his rudeness and addressed the offended dame. "Was you the lady," he inquired, "that I told to go to h—l?" "I was," she replied. "Well," returned Donald, with conciliatory mildness, "you needn't go now."

THE HAMBURG AMERICAN LINE IN 1896.

[From Consular Report.]

This consulate has recently received a copy of the annual report of the Hamburg-American Steamship Company for 1896, which covers the company's fiftieth year of business. The report is one of unusual interest in many directions. It shows, in the first place, a substantial dividend for the stockholders in spite of the general complaint of trade depression and of reduced emigration to the United States. It points with legitimate pride to the fact that its managers have had the foresight and courage to abandon the time-honored idea that a profitable steerage-passenger traffic was a sine qua non to a transatlantic company's success, and it claims that the results, so far, have fully justified the experiment.

The situation was simply this: The older vessels of the fleet had been built with a view to an ever-increasing emigration to the United States, without which they could not be made to pay, on account of their large consumption of coal and small freight capacity. The question of freight earnings had been subordinated to the one of steerage-passenger earnings. Through various circumstances, however, emigration to the United States from Hamburg has greatly fallen off in the last few years. An interchange of the products of the two countries is, however, a mutual necessity, and it was not very difficult for the company to see the advantage of disposing of its older and smaller ships and using vessels that would consume a minimum of coal and carry a maximum quantity of freight. The older class of vessels consumed, on an average, 60 tons of coal per day, giving the vessel an average speed of 13 knots, and had an average freight-carrying capacity of only 4,200 tons. In 1894, the five "P" ships (Phoenicia, Persia, Prussia, Patria and Palatia), were built, with a carrying capacity of 7,800 tons and an average daily consumption of only 75 tons of coal, giving the vessel an average speed of 13 knots. They were arranged to carry about 100 to 150 first and second cabin and about 2,400 steerage passengers, besides horses, cattle, etc. It was soon found that the steerage traffic failed to justify such an allowance of space, and, in 1896, the six "A" ships were built, with about the same tonnage as the "P" ships, but with an average length 50 feet shorter, and a coal consumption of only about 36 tons per day, giving the vessel an average speed of 11½ knots. In 1897, a further successful experiment was tried in the construction of the steamer Pennsylvania, the largest ship in the world, with a carrying capacity of 14,000 tons and a daily coal consumption of only 90 tons, giving her an average speed of 13 knots. One sister ship of the Pennsylvania is now in course of construction at the shipbuilding yard of Messrs. Blohm & Voss, of Hamburg, and will be in service in the course of 1898.

All the vessels of the older fleet (not the express steamers) have been disposed of in one way or another, except the Scandia, Italia, Moravia, and Russia, and these will now run regularly between Genoa and La Plata.

Nothing could better illustrate the rapid and complete transformation of the fleet than the fact that the four just mentioned are now engaged in such a trade, while, only four or five years ago, they were the finest ships of the fleet, next to the express steamers. Hamburg now boasts of being the home port of not only the largest steamer in the world (the Pennsylvania), but also of the largest sailing vessel, (the Potosi), a five-master, running regularly to Chile.

The report dwells in a very interesting and significant way upon the emergencies of a high protective tariff in the United States, injurious to German exports, and of a lasting tariff war between the two countries. It scouts the latter possibility as being a most remote one, owing to the mutual need of a full and free commercial intercourse. The report makes the noteworthy statement that, under the McKinley tariff of 1890, the freight traffic of the company showed a marked increase. This disposes of the arguments and protests of this country against the operation of the McKinley tariff in the same way that all the complaints and prophecies in connection with the sugar schedule of the Wilson tariff have been contradicted by actual circumstances. The export of German and Austrian sugars through this port since August 24, 1894, has been greater than for any previous corresponding period since the two years 1890 and 1891. German products have suffered under neither tariff, and these facts ought to prove a forcible argument in the hands of our Government against the protests that are now being made in the foreign press and in higher quarters against tariff legislation.

The company claims that the trade from here to the United States has now reached such proportions that, although they have recently added immensely to their tonnage by the construction of many large vessels, full freights have already been secured in advance by definite contracts.

No fear is entertained that the measures looking to the reduction of immigration into the United States will in-

jure this line, as it has little to do with such classes of emigrants as it is intended to exclude as undesirable. It refers to the large and unsettled arable area of our country and the fact that a protective tariff will increase the opportunities of labor and necessitate the introduction of more laborers.

The Hamburgische Borsenhalle, March 16, 1897, commenting on the report, gives the following table of the tonnage of the largest steamship companies.

	Tons.
Hamburg-American Line.....	290,000
North German Lloyd.....	265,000
Peninsular and Oriental Steamship Company.....	280,000
Messageries Maritimes.....	220,000

No American can read such a report without mortification. He sees this magnificent fleet of ships carrying thousands of passengers and millions of dollars of freight annually to and from the United States, and remembers that but three American steamers have entered this port in over thirty-eight years. He stands on any quay of this busy harbor, and sees the flag of every little petty power that has a few miles of seacoast, but never the American flag. He hears the ever-increasing blows of the hammer in the shipyards of Hamburg, Bremen, Kiel, Stettin, Elbing and Rostock, and blushes over his efforts to explain that the St. Louis and St. Paul are the beginning of a rejuvenated merchant marine, worthy of the days of the fifties. There are some one hundred steamship lines in this city alone, giving remunerative employment to thousands and thousands of workmen (in a single yard 3,500 men are employed), and the Hamburgers boast that they now possess regular lines of modern steamers to every quarter of the globe.

It is estimated that the United States pays \$300,000,000 annually to the owners of foreign vessels for transporting American products alone. This entire amount could not be suddenly, or even eventually, transferred from foreign to American pockets, but the greater part of it could be saved; and what is quite as important, immense industrial opportunities would be opened to American artisans under a Government policy that would protect and encourage shipbuilding. Hamburg, with astounding rapidity, has become the great distributing center of Europe for the whole world, in late years surpassing both London and Liverpool in the amount of tonnage annually entering and clearing. Nowhere can the pulse of international trade be so accurately taken as in this great market, and nowhere can the prosperity of a nation with a powerful merchant marine be more readily seen.

PASSING SIGNALS IN FOG.

Capt. J. W. Westcott, of Detroit, attributes most of the lake accidents of late to the blowing of what are called passing signals of the White Law. He says that he has always fought the regulation making passing signals necessary. Capt. Westcott says: "While it is a fact that both the Lake Carriers' and Ship Masters' Associations (both of which I have the honor to be a member of), sent committees to Washington to lobby the White bill through Congress. At such time such practical sailors and owners as Capt. James Davidson, M. M. Drake, and others, with myself, were against this passing signal move, but it was made a law.

"I desire here to place myself on record that I do not believe there is a man living who can locate a sound in all kinds of weather. Our government has spent large sums of money trying to locate sounds, and has given it up with the verdict that it is an impossibility. And while I at times hear masters say that they can locate a sound, I would like to meet an intelligent master who will go on record as saying he can locate a sound in all kinds of weather, or, in fact, to a certainty in any kind of weather.

"Now if such is the case, and I contend it is, why blow passing signals? Let steamers blow straight fog signals until such a time as they can locate or see approaching vessels (go slow for a short time if needed), then blow passing signals and avoid loss of life and destruction of valuable property.

"I believe that the time is not far distant when this passing signal in a fog law will be repealed, and when such time comes you will note that there are less collisions on our lakes and rivers."

NOTICE TO MARINERS.

ST. MARY'S RIVER IMPROVEMENTS.

Treasury Department, Office of the Light-House Board, Washington, D. C., August 31, 1897.

Notice is hereby given that the brick dwelling, including the tower and light, at this station on Sand Point, W. side of L'Anse Bay, Lake Superior, is being moved 200 feet directly west from its old location, and that the light will be exhibited in its new position on or about September 15, 1897. The structures will remain in all other respects as heretofore.

By order of the Light-House Board.

W. S. SCHLEY,
Captain, U. S. Navy, Chairman

DID NOT LIFT THE CAYUGA.

Capt Reid stated a day or two ago that he had not yet made a lift on the sunken steamer Cayuga and would not attempt a guess as to when he might try one. However, he expressed himself as sanguine of success in the near future.

TIMBER AND STONE OR CONCRETE DRY-DOCKS.

In a somewhat lengthy article reviewing the naval dry-docks contained in the Record of August 26th, we closed the description, mode of construction, etc., by stating that if the entrances to the present working dry docks were large enough no one could question their ability to sustain any weight likely to be or that could be placed within them.

In this connection we recognize that much has been said regarding the relative merits of timber and stone or concrete docks. In time of construction—first cost—cost of operating and maintenance—durability, stability and efficiency, proof can be adduced as to the superiority of the timber dock at least in the United States.

All things being equal, it requires from seven to ten years to build dry docks of concrete or granite even under advantageous circumstances. From timber it requires from 18 months to 2 years. In first cost a saving of from 300 to 400 per cent is made in favor of timber. In cost of operating the saving is estimated at say 50 per cent, owing to the design which permits a more rapid handling of vessels. As to maintenance we quote from report of a board appointed by Secretary Hunt, of the Navy Department, under date of January 22, 1882 (referring to dry docks at East Boston, Mass., built upon the Simpson system in 1854, or nearly 30 years prior to the visit of the board). "The walls of the docks above H. W. level are more or less worn and decayed and will soon require renewing. But slight repairs to these docks have ever been made and these confined chiefly to the upper works and coping. * * * The wear and tear of these docks does not appear to be great considering their constant use for so many years; the books of the company showing a dockage of from 10 to 30 vessels per month. From these facts it would appear that the life of timber docks is as yet unknown, though the substructure, which is kept constantly wet can be said to be practically imperishable. Judging from all the information obtainable we are of opinion that the repair of a timber dock of good quality, of good materials and well built, would be insignificant for a period of say 20 years when it would probably be found necessary to renew all wood work above half-tide level."

From this it would appear that the maintenance of a properly designed and constructed timber dry dock is merely nominal.

As to durability taken in connection with above report and from the report of the Hon. Secretary of the Navy for 1884, Vol. 1, p. 103, referring to granite dock at Brooklyn, N. Y., navy yard, built in 1851, and only 352 feet long, at a cost of \$2,003,498.61, and which had deteriorated in 33 years to such an extent as to compel the attention of Congress through the report which follows:

"An estimate is presented and urged for an appropriation of \$125,000 for repairs to the dry dock at New York navy yard. This dock is in such a condition as to be pronounced by a board of experts, as unsafe. Such temporary expedients as could be devised almost wholly of wood, are now in use to render it safe; but it should be taken in hand and thoroughly repaired as soon as the money is available."

As to stability: It should be remembered that nearly all dry docks are supported by pile foundations. This being the case, and it having been proven that stone or concrete is no more advantageous in any respect than timber, it only remains to show which system presents the larger excess of strength and sustaining power and which is one of the most important points in the entire subject under consideration. To reduce this to a tabulated statement it appears that, in the present granite dock in the New York navy yard.

The safe weight that the 31 piles, here supporting a keel block will bear 527 net tons.

The greatest possible weight of a vessel on a keel block when spaced 6 feet, center to center, a considerable portion of which will be deducted when bilge blocks are used is 360 net tons.

Weight of dock material supported by 31 piles, 125 net tons.

Total weight on 31 piles 485 net tons.

Excess of support over requirements, 42 net tons.

In the Simpson system of timber dry dock construction, which we have looked into for this article, it is found that the safe weight that the 11 piles, supporting

a set of keel blocks, will bear spaced four feet, center to center, is equal to 368 net tons.

The greatest possible weight of vessel on one set of keel blocks (a considerable portion of which will be deducted when bilge blocks are used) is equal to 240 net tons.

Weight of dock material supported by the 11 piles is equal to 5 tons.

Total weight on 11 piles is equal to 245 net tons.

Excess of support over requirements, 123 net tons.

In these instances the piles were driven to a point of absolute resistance and these calculations are based upon Sander's rule for safety, i. e., 33.5 tons.

From the foregoing a final deduction may be made, viz:

Excess of supporting power above requirements in Simpson dock at navy yard, New York, 121,793 net tons.

Excess of supporting power above requirements in granite dock at same yard, 30,812 net tons.

Excess in favor of the timber system, 90,981 tons, which shows conclusively that the superincumbent mass of granite or concrete, requires a foundation so heavy and costly, entirely for the purpose of upholding the weight of the dock alone, that the weight of the vessel, when placed therein appears to be extremely small in comparison.

In other words, in a granite dock the same piles upholding the vessel must also carry over 62,000 tons of dock weights; while in a timber dock the same piles only are required to uphold about 4,000 tons of dock weight.

As to efficiency: The timber system of construction gives superior facilities for shoring and repairing vessels, better distribution of light and air, and owing to the greater slope of the sides and the low narrow alters, which are impracticable in other than timber construction, furnish safe and easy means of access for workmen from any point above to the floor of the dock and facilitates the rapid shoring of vessels with the use of but one set of shores for all widths of beam.

These are the conclusions drawn from experience based on the continued use of the Simpson system by the merchant marine and navy from 1854 until this date, 1897. The U. S. government now finds itself confronted with an expenditure of over \$1,175,447.09 for two dry docks contracted for, upon actually untried plans and neither of which docks has been anything but a constant source of annoyance to the naval establishment and both of which are disabled and not available, compelling us to witness the humiliating spectacle of our battle ships, the Indiana lately suing at the hands of a foreign power for the relief that the exercise of wisdom and common sense might easily have prevented.

VESSELS CLASSED.

The American Shipmasters' Association, New York, have rated or classed this week in the Record of American and Foreign Shipping, the following vessels: American barks Edmund Phinney and Francis S. Hampshire, barkentine Shawmut, three-masted schooner Thomas W. Hyde, British bark Alkaline, schooner Atrato, screw-steamer Beaver and the schooner Lettie M. Hardy, Italian bark Aniellino and Swedish bark Gladan.

WORK AT THE DAVIDSON SHIPYARD.

It appears that Capt. James Davidson still firmly believes in the future of moderate-sized wooden tonnage, he has just laid the keel at his West Bay City shipyard for another steamer 320 feet over all, 300 feet keel, 44 feet beam and 26 feet molded depth. She will have double steel keelsons, steel arches, steel cords, and will be diagonally strapped. Her carrying capacity will be about 110,000 bushels of wheat. It is intimated that the keels for another steamer of the same size and two large tow-barges will be laid during the fall, the intention being to complete them by the opening of navigation in 1898.

The United States Fish Commission met at Chicago on Saturday, and adjourned to meet in Detroit next week. The members present were C. M. Clark, Cape Vincent, N. Y.; C. L. Davis, Buffalo; E. A. Davis and Secretary Wm. Craig, Detroit; Wm. H. Liebold, Buffalo; H. L. Benjamin, Kansas City, and President Cochrane, of Chicago. The commission is hearing reports on the new fish hatcheries recently established in the northwest, and other matters connected with the fish industry.

CORRESPONDENCE.

We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

TO CLOSE INCOMPETENT DISCUSSION.

Treasury Department,
Steamboat Inspection Service,
Office of the Supervising Inspector General,
Washington, D. C., August 28, 1897.

Editor The Marine Record.

I have read the second communication of "Justice" in your paper of the 26th, pretending to be an answer to the communication from this office published in your issue of the 19th instant, under your very appropriate headlines, "Substantiate or Retract," I regret that the man in the mask who writes over the—in his case very inappropriate—name of "Justice," should fail either to "substantiate or retract" his previous indefinite charges against officers of the inspection service, but adds thereto, in his last communication nearly a column more of similar indefinite general charges, without a single specification thereto, seems to me to indicate that he, like all other writers who attack people under the cover of a fictitious name, has a grievance he is ashamed to confess in public, and takes such anonymous methods of slandering the persons whom he deems, either rightly or wrongly, of being responsible for the grievance under which he suffers.

As it is not my practice to argue under cover myself, or with them that do, self-respect will compel me to decline to notice any future efforts of Mr. "Justice," until he has sufficient courage of his convictions to come out like a man in his true colors.

Very respectfully,

JAS. A. DUMONT,
Supervising Inspector-General.

A NEW SHIPPING FIRM.

It is with some degree of pleasure that we note the organization of a new shipping firm at Buffalo this week, composed of three of the best known, and among the most competent and influential men to be found doing business on the lakes. The new house will be carried on under the firm name of John Gordon & Co., and its members are John Gordon, J. H. Kelleran and H. L. Chamberlin; vessel, freight and insurance agents, with offices at 1132 Guaranty building. Each of the above named gentlemen have had a long and prominent experience in the handling of vessel, freight, cargo and insurance business.

It is almost superfluous to state that interests of a maritime nature placed in their hands will meet with that unqualified success which can result only from a thorough knowledge of, and long experience in handling the highest class of vessel property under varying business, circumstances and conditions. The combined talent of the members of the new firm is such as easily to put it in the front ranks of steamboat, freight and insurance agencies on the lakes.

The senior member of the firm, Mr. John Gordon, has long been awarded the palm for being the best traffic manager on the lakes, and in support of this statement it may be noted that he inaugurated and put on its feet as it were the immense fleet of the Northern Line, and later, the large exclusively passenger steamers North West and Land, which at the time was considered a stupendous undertaking and has since proved a lucrative investment, notwithstanding the enormous capital involved and the limited time in which the vessels can be kept in service on the lakes.

Capt. J. H. Kelleran has enjoyed the dual experience of both ocean and lake service and for a number of years has successfully handled some of the largest fleets of steamers out of Buffalo and has held other important offices.

Mr. H. L. Chamberlin, besides being a well-known vessel owner and manager, has a reputation for being one of the most skilled men in commercial circles connected with the lake marine and his eminently successful career fully bears out this impression.

The meeting of lake line passenger agents, called by A. A. Schantz, to oppose the plan of raising lake fares, asked for by the rail and lake association, has been postponed to September 8. It will meet at Chicago.

STEAMBOAT INSPECTOR'S REPORT OF INQUIRY.

After an inquiry held at Milwaukee this week before a board of the local steamboat inspectors, Capt. Henry B. Stines, of the Goodrich steamer Virginia, and Capt. Robert Smith, of the whaleback passenger steamer Christopher Columbus, were notified on Monday that their papers would be suspended for one month in consequence of the collision in Milwaukee River between the two steamers on July 18. Capt. Smith, who preferred the charges which led to the investigation, is very wroth over his suspension and has retained Col. Ray, admiralty lawyer, of Chicago, to appeal to the authorities at Washington.

On the afternoon of July 18 the two boats came together near the outer end of the harbor piers at Milwaukee. The Virginia collided slightly with the Columbus, and Capt. Smith preferred charges against Capt. Stines. There were long hearings and many witnesses were produced on both sides. Capt. Stines made accusations against Capt. Smith and quite a thorough investigation was had. The inspectors gave the result of their findings as follows:

"John H. Galwey, Supervising Inspector, Detroit, Mich.—Sir: We have to report the conclusion of an investigation of charges preferred by Capt. Robert Smith, of the steamer Christopher Columbus, against Capt. Henry E. Stines, of the steamer Virginia, for violation of rule 6 of the pilot rules of the Great Lakes and tributary waters, thereby causing a collision between the above-named steamers on the afternoon of July 18, 1897, near the outer end of the harbor piers at this port.

"After thoroughly investigating this complaint we are unable to conclude whether Capt. Stines had violated rule 6 or not, on account of the conflicting testimony given by the witnesses, but we do believe that had the masters of these steamers paid proper attention to the rules provided for the navigation of the lakes a collision would have been impossible.

"We believe, to say the least, that it was taking chances of a collision for Capt. Stines of the Virginia to pass the Columbus in the river, where a delay of a very few minutes would have rendered passing the Columbus unnecessary, as he would have had plenty of room in Lake Michigan where he could have passed in safety.

"We are of the opinion that had Capt. Smith of the Columbus desired the Virginia not to have passed him a proper application of signals required by rule 6 would have prevented the passing and collision.

"The rules require under all circumstances when steamers are navigating in narrow waters it must be done with great care and caution, and the pilots of steamers are permitted and required to stray from these rules when by so doing a collision may be prevented. We are forced to believe the masters of these steamers were not careful and cautious in allowing their steamers to approach so near one another when a strict application of the rules would have prevented it.

"The collision was trivial, but might have been worse, and there are too many lives at stake to permit of any carelessness on the part of the masters in construing and acting in compliance with rules. We therefore consider that both are equally to blame, and have suspended their licenses as masters and first-class pilots for thirty days, commencing September 1, 1897.

WILLIAM FITZGERALD,
D. W. CHIPMAN,
United States Local Inspectors."

AMERICAN MARINE INSURANCE ON THE LAKES.

The old story revamped and made to look presentable to novices is perpetrated this week from Detroit as follows:

"A Detroit vessel owner says that one of his vessels, an A2 wooden craft, had been mulcted \$300 by a Duluth grain shipper, because of the discrimination against cargoes shipped in boats of that class, practiced by the London Lloyd's, which insure every cargo of grain that leaves that port. Vessels of the highest grade get the best of it in this respect. An extra charge of \$300 per trip means that what little chance that A2 vessel had of making something out of the cargo is about knocked in the head. It will be readily seen what slim picking it is for the older class of vessels on this score alone, as if they were not handicapped enough by their smaller size. However, it seems only a question of time, and not a very long time at this rate, when they will have to be taken out of commission unless rates go to a high figure and stay there a few years.

"This matter of discrimination started a group of owners to talking about the possibility of a combination of American insurers to fight the London Lloyd's, which about control the insuring of the cargoes of the lakes. Their inroads in the past five years have been of such extent as to crowd many good American companies out of the business of insuring lake cargoes altogether. Not only this, but they have secured a large number of the best hulls, also at the cost of the American companies.

"This owner is of the opinion that a combination could be organized, which, could drive the Britishers from the lakes and preserve the Americans the lucrative business of underwriting that once was theirs. Another owner gave the opinion that with American insurance men it is much the same as with American lake vessel owners—a continued jealousy, one of the other, that prevents the success of a pool. It has been tried before, and compels them to go it alone and knife one another whenever they have the chance.

"Then the owner with the grievance stated it as his belief that Americans with money could organize a system of underwriting on the lines pursued by the London people, cut the rates lower than can the Londoners, and, in time, by reason of being on the ground and not saddled with the heavy expense of maintaining large agencies, win back the business. Only by this means, he thinks, can they hope to drive the outsiders back where they belong. Lake vessel owners have no more sentiment in their souls than a Bushman. They are going to insure with the men who will charge them least for it, and they will see their own brothers lose money rather than give them business at higher rates than can be obtained from others. Especially attractive are these low rates during hard times, with wheat at 1 cent and ore at 45, and everything else in proportion. Then the owner, to keep his boat in commission, must scrimp and save and pare to the lowest notch."

Of course the foregoing gush has all been gone over and threshed out scores of times and it has been more than difficult for the Record to point out that a proper system of rating, surveying and classification, according to universally accepted rules, is the keynote to sound against any undue discrimination of bottoms in so far as the insurance on hull, freight or cargo is concerned.

Of course an old vessel cannot retain her first letter in any classification society, especially if she has been allowed to run down and there is no owner silly enough to expect his property, of say twenty years old, as being in a fit state to class alongside of a vessel just off the stocks, otherwise fewer new vessels would be built. The Detroit owner, who by the way, is most likely a myth formed in imagination by the writer of the screede as a footstool to rest a stick or two of copy on is quoted as saying: "Vessels of the highest grade get the best of it." Well! we should smile, why shouldn't they? For instance, if an owner had two ships, say in San Francisco, looking for grain charters, one of which was an old wooden vessel on her second letter and the other a modern-built, expensive, high-classed steel vessel, which had cost him treble as much to build as the older craft, would he not expect a proper discrimination in freight rates to be made between the two vessels? He would certainly be a novice if he didn't.

SLIGHTLY CONTRADICTORY.

An exchange prints the following this week: "A Cleveland, Ohio, dispatch states that President A. J. Moxham, of the Johnson Steel Co., who is now in England, has just secured orders for 20,000 tons of steel rails for electric roads in Ireland. This is probably the largest order of steel rails for electric railway purposes ever shipped out of this country, and the fact that they are sent to the very doors of England is one of the notable features of the affair. Mr. Moxham has obtained a freight rate of \$3 a ton from the works to Ireland. It will be necessary for the Johnson Co. to build special rolls to do the work, and already work has been begun on them."

The foregoing sounds quite correct, even to the freight rate being regulated. The Liverpool Journal of Commerce explodes the article, however, as follows:

"The American steel makers are trying hard to 'locate' orders for steel rails. It was first stated that the London and Northwestern Railway had ordered rails in America. It was pointed out that that company made its own rails. The Great Northern Railway was then suggested; and when that has been shown to be incorrect, it is stated that an order has been given for '20,000 tons of rails for electric railways in Ireland.' It is an unfortunate guess, for the chief electric railway in Ireland is only half-a-dozen miles long."

Lloyd's in estimating the causes from which all kinds of ocean craft have met their fate in the past fifteen years, assigned 44 per cent of such causes to strandings, because of fog, darkness, etc., in unknown depths of water, but at a time, of course, when the officers of the craft imagined that their vessel had plenty of water under her keel. To place in the hands of mariners an apparatus which will enable them to ascertain with ease and certainty the depth of water under their vessels, Dr. J. F. Babcock, of Bangor, Me., has recently devised an electric sounding outfit.

MARITIME LAW

The "Harter Act"—The Carriers' Law Passed February 13, 1893.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it shall not be lawful for the manager, agent, master, or owner of any vessel transporting merchandise from or between ports of the United States and foreign ports to insert in any bill of lading or shipping document any clause, covenant, or agreement whereby it, he, or they shall be relieved from liability for loss or damage arising from negligence, fault, or failure in proper loading, stowage, custody, care, or proper delivery of any and all lawful merchandise or property committed to its or their charge. Any and all words or clauses of such import inserted in bills of lading or shipping receipts shall be null and void and of no effect.

Sec. 2. That it shall not be lawful for any vessel transporting merchandise or property between ports of the United States of America and foreign ports, her owner, master, agent, or manager, to insert in any bill of lading or shipping document any covenant agreement whereby the obligations of the owner or owners of said vessel to exercise due diligence, to properly equip, man, provision and outfit said vessel and to make said vessel seaworthy and capable of performing her intended voyage, or whereby the obligations of the master, officers, agents, or servants to carefully handle and stow her cargo and to care for and properly deliver same, shall in any wise be lessened, weakened, or avoided.

Sec. 3. That if the owner of any vessel transporting merchandise or property to or from any port in the United States of America shall exercise due diligence to make the said vessel in all respects seaworthy and properly manned, equipped and supplied, neither the vessel, her owner or owners, agent, or charterers shall become or be held responsible for damage or loss resulting from faults or errors in navigation or in the management of said vessel, nor shall the vessel, her owner or owners, charterers, agent, or master be held liable for losses arising from dangers of the sea or other navigable waters, acts of God, or public enemies, or the inherent defect, quality, or vice of the thing carried, or from insufficiency of package, or seizure under legal process, or for loss resulting from any act or omission of the shipper or owner of the goods, his agent or representative, or from saving or attempting to save life or property at sea, or from any deviation in rendering such service.

Sec. 4. That it shall be the duty of the owner or owners, master or agent of any vessel transporting merchandise or property from or between ports of the United States and foreign ports to issue to shippers of any lawful merchandise a bill of lading, or shipping document, stating, among other things, the marks necessary for identification, number of package, or quantity, stating whether it be carrier's or shipper's weight, and apparent order or condition of such merchandise or property delivered to and received by the owner, master, or agent of the vessel for transportation, and such document shall be prima facie evidence of the receipt of the merchandise therein described.

Sec. 5. That for a violation of any of the provisions of this act the agent, owner, or master of the vessel guilty of such violation, and who refuses to issue on demand the bill of lading herein provided for shall be liable to a fine not exceeding two thousand dollars. The amount of the fine and costs for such violation shall be a lien upon the vessel, whose agent, owner, or master is guilty of such violation, and such vessel may be libeled therefor in any district court of the United States, within whose jurisdiction the vessel may be found. One-half of such penalty shall go to the party injured by such violation and the remainder to the Government of the United States.

Sec. 6. That this act shall not be held to modify or repeal section forty-two hundred and eighty-one, and forty-two hundred and eighty-three of the Revised Statutes of the United States, or any other statute defining the liability of vessels, their owners or representatives.

Sec. 7. Sections one and four of this act shall not apply to the transportation of live animals.

Sec. 8. That this act shall take effect from and after the first day of July, eighteen hundred and ninety-three.

Approved, February 13, 1893.

An old story fired on to Pat this time instead of the Georgie, is told from Washington: The captain of one of the big schooners that bring ice from the Kennebec to Washington, tells a story of an Irishman he shipped. Pat wanted to get from Washington to Norfolk and had no money. His story excited the sympathy of the shipmaster, who finally agreed to let him work his passage. Pat was willing, but densely ignorant of all things maritime, and no real sea duty fell to him until the vessel was sailing down Chesapeake Bay with a fair wind and plenty of sea-room. The captain then told Pat to take a turn at lookout forward and instructed him to promptly report anything he might see. It was a clear night and soon after the lookout had took his position, he shouted out. "Ah, captain!" "Well, Pat?" "There's something out here foreinst the boat." "What is it?" said the captain to test Pat's seafaring knowledge, the lights of an approaching steamer being visible. "I raly couldn't say for shure, sur," says Pat, "but I sushpect it's a drug store. There's a red and grane light."



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CLEVELAND, O., SEPTEMBER 2, 1897.

The water spout phenomena seems to be traveling west this year, or, from Lake Ontario to Erie and Michigan, two large ones being sighted on the latter lake, off Petoskey, on Sunday afternoon.

The new pilot chart of the lakes just issued by the Hydrographic Office should be in the hands of every master, mate and pilot on fresh water. The preliminary data for compiling a fog chart, also the full text of the new "Rules of the Road" (White Law) is contained in the present valuable and most perfect delineation ever issued for the lakes.

What a fraud a schedule of time is when vessels are running between certain points at limited speed, and under varying conditions. What is lost on one range or course cannot be picked up on another or the speed limit will be overrun so that government officials getting out such time cards are simply placing themselves in a peculiar position, to say the least. Vessels are usually sailed by their masters, who are guided by different conditions which must be met.

The usual construction of lake built ships are now generally known throughout the world. The Record will only illustrate in the future any special departures from the ordinary construction, which are, after all, just about alike. We have, however, many views of modern lake built craft for those who desire to remit the amount charged for these illustrations, the group being comprised of photogravures and handsome half-tone cuts.

A list of masters, engineers and mates appointed to vessels for any one season in the lake service is not authentic for thirty days after the announcement, as changes take place so frequently. The Record has endeavored in the past to partly keep the appointments up to date, but in the short trade on the lakes, such an undertaking for obvious reasons, was simply impossible, nor is there or can there be an accurate list made up at any time from the beginning to the end of the season of navigation.

Lake vessel owners have got tired of carrying free or franked passengers. Those who are in a position to pay for a trip should do so, others ought to stay at home. The times are not now as they formerly were, so that even the slightest added expense, as for instance, board bills, is an added burden. This week we have had several requests asking us for our best efforts with owners of vessels to secure a free lake tour. It is needless to say that they were pointed out the straight and narrow pass.

A SALUTARY LESSON.

It has too long been thought that anyone had a right to step in and appropriate goods from a wreck or anything washed away therefrom. The authorized wreck receivers have also been very careless of their duties along the lake shores and seemed to think that unless the property was turned over in their charge that they had nothing else to keep guard over. Wreck receivers are in a manner policemen, or at least guards over the property of others and we are now pleased to see that two men are under arrest at Cheboygan, Mich., charged with taking coal (four tons) from a pile that was jettisoned by the schooner Francome last spring while she was stranded.

While the financial results from flotsam and jetsam may not in many cases amount to much, yet, underwriters should see that the wreck receivers jealously guarded every dollar's worth of property coming ashore and they can easily do this by wakening up the proper authorities to the occasion or necessity of such action being taken.

The keepers of all life-saving stations are wreck receivers, or protectors. A line to the chief of that service from any one of the general agents of the marine insurance companies would likely cause him to stir up the keepers of the stations to a lively sense of their duties and responsibilities in this connection, and, the stations being now so numerous a coast patrol would at once be established.

It is simply heathenish to hear and learn of the thieving that has been carried on. Goods jettisoned from a vessel seemed to belong to the first that picked them up and the same with wreckage or cargo of any sort from a wrecked or stranded vessel, and this too, simply because the underwriters and owners of the cargo were too far away from the spot to assert their rights, or in the case of only a moderate loss it did or would not pay to keep a regular patrol or watch or to incur the added expense of engaging a wrecking expedition to look after each dollar's worth of their missing property. All maritime powers in carrying out their laws, conserve the best interests of the shipowner, underwriters and owners of cargo, the United States amply protects its coasts and it would now be in order, if in the future a little of this much needed protection was vouchsafed to the lake coasts as well. As we will soon enter upon the stormy season, steps should at once be taken to see that not one cent's worth of value is plundered from its rightful owner. Where a case of jettison, wreck or stranding occurs on the shores of the lakes, and, as we have said, such measures can be easily brought about, otherwise, the laxity of one class makes criminals of another to the financial detriment of a third party, and those interested in seeing the laws duly and properly administered.

Notwithstanding the several opinions pro and con, relative to the use of passing signals in fog, we stand pat on Rule 15 of the new code, which is the fog signal rule, par excellence. A steamer hearing a fog signal anywhere around eight points ahead, or over an arc of 90 degrees of the compass, that does not slow down to bare steerage way and navigate with caution until the vessels shall have passed each other, must surely be held culpable. Such is the wording, intent and the only sane construction which can be put upon the rule and furthermore, it is the only result which a court could, would or dare arrive at, to decide otherwise, when vessels were not in sight of each other, would be to render their judgment null, void, defunct.

In asking for aids to navigation on the lakes some of the authorities class them as "important," "necessary" or "desirable." Now either aids are requisite or they are not desirable and if necessary they are important or they are not absolutely required at all, hence, can be done without. No one can split hairs on what is required, such a distinction simply begs the question and courts refusals of requests or petitions. The lawyers and lubbers in Congress tried the same or a similar style of discrimination of terms some years ago, but lake interests should not imitate such questionable phraseology, aids are positively required or they can be done without and only at such a point should the lines be drawn.

The calamity howlers and others of a pessimistic turn of mind must at last admit that general trade and commerce is gallantly working off the lee shore so perilously

close to which it appeared that many interests were trending, up till a few months ago. With the settlement of the coal miners' strike near at hand, millions of tons of coal will be transported over the lakes to the westward, and this, with the immense volume of grain to be shipped East before the close of navigation, insures a brisk carrying trade for all high-classed vessels and fairly brisk work for even those off the first letter.

It is now learned that the weather bureau will get out a fog chart of the lakes and will show something of the physical geography which they have learned regarding these waters during the past two or three decades. Is this Weather Bureau or Hydrographic work? We have had an idea recently that the Weather Bureau kept its hands off and resigned in favor of the Hydrographic Office, Navy Department, U. S. N. The Weather Bureau inaugurated this work and done it well until the Navy Department picked it up through the branch Hydrographic Offices on the lakes.

As an indication of the widespread interest which the findings of a court of inquiry on a collision case, held by the steamboat inspection service, has upon all sections of the country in any way adjacent to the lakes, we note that a decision recently rendered and published in full in the columns of the Marine Record August 19, is still going the rounds of the press. The decision besides being a most righteous one, has proved through its wide publication to have been one of the most salutary lessons ever presented to the lake sailing community.

It is pleasant to note that the Chicago Shipbuilding Co. have contracted this week to build for a Chicago firm of vessel owners a 400-foot steel steamer; the shipbuilders will also construct her engines.

LAKE FREIGHT REPORT.

With the steady chartering at Chicago for corn at 2 cents and everything offered being taken at that figure, iron rates had certainly to take a boost, and they have done so, 60 cents has been paid from Marquette and Escanaba 55 cents. From the head of the lakes, 65 cents is asked, but it will easily go to 70 cents, within a few days, especially as 60 cents is already called for from Escanaba. A block of ore to be moved from the head of Lake Superior to South Chicago and Lake Erie ports during September and October is on the market at 70 cents, and 75 cents is offered up to November 10. The market is firm all around and a further advance is certain.

LAKE SUPERIOR HARBOR IMPROVEMENTS.

In his annual report Major Clinton B. Sears, Corps of Engineers, U. S. A., states that the money expended on the Portage lake ship canal during the past year has resulted in giving an additional foot of depth, in widening the channel to approach a uniform width of seventy feet, by dredging and in preparing plans, specifications and drawings for the breakwaters at the upper and lower entrances. Plans and specifications for two breakwater piers at the Superior entrance have been prepared and the work will probably begin in May of next year.

The report further says that work on the construction of a harbor of refuge at Presque Isle Point has been started. The approved project contemplates the construction of a breakwater 1,000 feet long on the reef running out from Presque Isle Point in a general southeastern direction. The current appropriation is being expended in building one-half of this breakwater. At the close of the fiscal year two cribs had been placed and two other cribs partly framed, and the superstructure started. At the harbor of Grand Marais about 4,700 lineal feet of dike was completed. Major Sears says that it is expected to complete the remainder of the dike at a total cost less than estimated.

SLIGHT BUT DANGEROUS.

Capt. J. H. Green, of the steamer Scranton, has notified the Hydrographic Office that the spars of the sunken schooner Ellsworth are still attached to the wreck. One large spar, hanging butt-end up, shows about ten feet out of water at such an angle as to endanger the hull of any ship that might strike the spar end on. Masters are cautioned to avoid this wreck, for it is directly in the track of vessels rounding Waugoshance from McGulpin Point.

TREASURY FINES REMITTED.

The Secretary of the Treasury remitted fines imposed for infractions of the navigation laws upon Michigan vessel owners by the local steamboat inspectors of vessels. One was in the sum of \$100 against G. W. Parker, of Port Huron, who, on August 13 last, carried a second mate to Nipigon, Ont., when his license only allowed him to go as far as Detour. The other was for \$500 against Capt. Nessen, of Marquette. Capt. Nessen's violation of the law was due to bad advice given him by local officers. He recently became owner of the Fannie Parnell and proposed to take her from Manistee to Munising. He called upon the local inspector and requested information as to whether he would have to get permission of the inspector at Grand Haven. He was told that it would only be necessary to take out his papers for the trip. He was held liable, however, by the supervising inspector for the district and the fine mentioned imposed. Upon explanations to the Treasury Department an order was issued to remit the penalty.

CUBAN IRON ORE.

The total shipments of iron ore from Cuba to the United States, from the opening of the mines there in August, 1884, to the end of December, 1896, are given in the following table:

Years.	Gr. tons.	Years.	Gr. tons.
1884.....	21,798	1891.....	266,377
1885.....	81,106	1892.....	330,357
1886.....	111,710	1893.....	362,685
1887.....	97,711	1894.....	150,439
1888.....	198,048	1895.....	386,044
1889.....	256,278	1896.....	409,833
1890.....	362,068		
		Total.....	3,034,504

The ore was all shipped by the Juragua Iron Co., the Sigua Iron Co., and the Spanish-American Iron Co. In October, 1892, the Sigua Iron Co. made its first shipment of Cuban iron ore to this country, 7,380 gross tons being shipped by this company in 1892 and 14,022 tons in 1893. In 1895 the Spanish-American Iron Co. also commenced shipping iron ore from Cuba to the United States, its shipments amounting to 74,692 tons in 1895 and to 111,584 tons in 1896. Virtually all Cuban iron ore imported into this country is now received at the ports of Philadelphia and Baltimore, although a few years ago small quantities were also received at Perth Amboy. As shown in the table the maximum shipments of ore from Cuba to the United States were reached in 1896, when 409,883 tons were landed at Philadelphia and Baltimore. Unless the present insurrection in Cuba should compel the mines to shut down the total ore shipments for 1897 will probably be considerably in excess of those made in 1896.

SOUTHERN GRAIN SHIPMENTS.

The port of New York must needs look to her laurels if she is not to allow herself to be distanced by her Southern rivals in the grain shipping industry. The month just closed was the banner month in the history of the port of Baltimore so far as exports are concerned. Their value amounted to the sum of \$10,243,391, figures never before reached.

Of the exports grain formed the largest part, aggregating 9,230,680 bushels, breaking the record of shipments of this character. These were made up as follows: 5,475,861 bushels of wheat, 3,575,703 bushels of corn, 103,596 bushels of rye, 60,020 bushels of oats. There were 47 full cargoes of grain. Among these the Knight Bachelor took to Antwerp 326,699 bushels, the largest cargo of cereals that ever left an American port in one ship.

A BAY CITY LAUNCH.

At West Bay City, on Tuesday-afternoon F. W. Wheeler & Co., launched a steel tug for ocean service which bears the name Robert W. Wilmot. The tug is one of the largest in the world and was contracted for by W. G. Wilmot of New Orleans, for whom the West Bay City firm built a steel tug of smaller size several years ago. The Robert W. Wilmot is to be in readiness to leave West Bay City for New Orleans about October 1. The finish of her woodwork is to be elaborate.

THE TOWING ERA AGAIN.

Large single hulls has been the order of the day on the lakes for some time past, but a sample of what can be done by towing has been given this week by the Davidson fleet of moderate sized handy vessels.

The steamer Appomatox which recently left Duluth

with three vessels in tow had on board 115,000 bushels of wheat, or 3,690 tons, the Armenia had 122,786 bushels of wheat or 3,684 tons, the Algeria had 122,000 bushels of wheat or 3,660 tons and the Crete had 123,000 bushels of wheat or 3,450 tons. The fleet aggregated 482,786 bushels of wheat or 14,484 tons. The steamer Sacramento and three tows left Duluth about the same time and very nearly equalled the record of the Appomatox and consorts. The Sacramento carried 102,000 bushels of wheat, the Abyssinia 184,000 bushels of oats, the Granada 93,500 bushels of wheat, and the Athens 124,000 bushels of wheat.

ST. MARY'S RIVER IMPROVEMENTS.

Abstract of proposals for dredging, and submarine rock excavation, in the St. Mary's River, Mich., received in response to advertisement dated August 31, 1897, by Lieut. Col. G. J. Lydecker, Corps of Engineers, U. S. A., at Detroit, Mich.:

NAME AND ADDRESS.	PER CUBIC YARD. BANK MEASUREMENT.			
	Item A.	Item B.	Item C.	Item D.
F. M. Knapp, Racine, Wis.....	.50	.87	...	...
C. E. Mitchell & Co., Ludington, Mich..	.48	.77	...	...
William A. Stark, Milwaukee, Wis.....	...	.73	1.29	...
Arthur H. Vogel, Milwaukee, Wis.....	.34	.75	1.50	...
The L. P. & J. A. Smith Co., Cleveland, O.	.60	.60	1.60	2.50
H. W. Hubbell & Co., Saginaw, Mich....	...	.74	.94	...
Hickler Bros., Sault Ste Marie, Mich....	1.00	.78	1.25	2.14
M. Sullivan, Detroit, Mich.....	.98	.52	1.23	2.75
James Rooney, Toledo, O.....	.60	.60	...	...
Carkin, Stickney & Cram, Detroit, Mich.	.44	.67	1.50	5.25
Lydon & Drew Co., Chicago, Ill.....	.40	.76	1.36	...
Joseph R. McCollum, Port Huron, Mich.	.44	.62	...	...
G. H. Breyman & Bros., Toledo, O.....	.42	.54	1.40	2.25
Hingston & Woods, Buffalo, N. Y. ...	.52	.60	1.00	2.60

A GAS SUPPLY DEPOT.

It is evident from the increase in the number of lights and buoys in the St. Mary's River and adjacent waters that a lighthouse supply depot will before long have to be established and that Sault Ste. Marie—will be selected as the best possible site. The Lake Carriers' association has asked for a large increase in the number of gas buoys. If all, or even a part of what they ask for is granted, many of the buoys will be placed in the "Soo" and in and near the Straits of Mackinac. A part of the equipment of the depot will be a storage tank for the gas that supplies these buoys. But there will necessarily be a large amount of other apparatus and supplies, like coal, oil, lantern, buoys, anchors and tools, etc.

A GOVERNMENT COURTESY.

The Navy Department has been called upon to aid indirectly in preventing suffering among the Alaska gold hunters. The assistance asked for was the use of the government dry dock on Puget Sound, for docking the passenger steamer Portland, which arrived at Seattle this week, in order that she might immediately return to Alaskan ports to bring back those who wish to escape the rigors of an Alaskan winter.

A reply was received from Assistant Secretary Roosevelt by the officer in charge, granting the request, provided there are no private docks in the vicinity available for the purpose.

THE PEWABIC FIASCO.

It is said that the Pewabic wreckers have obtained little from their labors thus far except the distinction of having found the famous old wreck that had for so many years defied the efforts of others to locate, but of course there are no dollars in that, better perhaps if they never had dropped across the hull. It is the general opinion that the copper rescued from the slimy old mass of timbers is not return enough to pay for expenses. They are now close to the stormy period, and can expect to do little more until next summer, provided they choose to tackle it again. The diving system has demonstrated its success in carrying people to a considerable depth and safely holding them there for a long time, and this in itself is a valuable feature in submarine work, otherwise, the wreckers are out a lot of valuable time and money, fooled away on almost a forlorn hope. However, the diving apparatus having proved itself such a success, future jobs will pay for the loss on the Pewabic.

INMAN'S DREAM.

Capt B. B. Inman the tug owner and manager at Duluth says that his plans for constructing boats designed for winter navigation on the lakes are working along in a very satisfactory manner. He feels confident that the boats will be built the coming winter. They will be like ordinary vessels in the regular season of navigation and then be prepared to continue their trips during the winter. The captain says that the matter was not broached early enough to get the arrangements made in time for the coming winter. It need hardly be added that the project is smiled at by many of the oldest men connected with the lake service, good ice-crushers make but indifferent cargo carrier and vice versa.

A MODERN SHIPYARD EQUIPMENT.

The board of directors of the American Steel Barge Co., West Superior, Wis., has authorized the erection of a machine shop as an addition to the present big shipbuilding and dry dock plant. The new machinery is already partly purchased. This will give to the American Steel Barge Co. facilities to do any job of repair work which can be done at any place upon the Great Lakes. The new shop will be designed particularly for the repairing of marine engines. The company is also negotiating for more modern and improved machinery for use about the dry dock. This will consist principally of pneumatic machines for calking, reaming and drilling, and will be put in quicker than was anticipated because of the present strike of the union of boiler-makers.

ANOTHER KLONDIKE.

Excitement is running high at Sault Ste. Marie over a recent gold discovery near Michipicoten, on the north shore of Lake Superior, Canada, which has just been made public.

The find is a wonderfully rich one, assays showing from \$100 to \$1,000 per ton, the samples being taken at random from the surface. The quartz is free milling.

The sale of a portion of the claim is now on the tapis, the owners having been offered \$100,000 by Montreal capitalists for it. At least so says the report for the veracity of which we do not know who is responsible.

DEATH OF CAPT. FRANK PARK.

Capt. Frank H. Park, late of the Mutual Line steamer Corona, whose illness from paralysis was mentioned some time ago, died at his home in Amherstburg, Sunday morning at the age of thirty-four. Capt Park had commanded some of the best of the lake craft. After a number of years' service in various capacities, he was given command of the steamer R. A. Packer, of the Lehigh Valley Transportation Co., Buffalo. He was then but twenty-six years of age. Later he had charge of the tug Thompson, of the Thompson tug line, Port Huron, and from there he went into one of the Menominee Line steamers, leaving her to take the Corona. In his sailing as master, he never had an accident, and was well thought of, not only by his employers, but all of his associates. The funeral was held at Amherstburg, Ont.

BRAZING GRAPHITE.

Not a little of the expense in brazing is due to the cost of removing the brass which has stuck to the metal where it is not wanted. The removal of this brass is usually attained only by patience and diligent filing. Now comes to the aid of the brazier that unique mineral, graphite, which is not affected by acids, alkalies, heat or cold. Braziers who have made use of Dixon's Pure Flour of Graphite pronounce it worth its weight in gold. A sample will be sent without charge by the Joseph Dixon Crucible Co., Jersey City, N. J., who are the only manufacturers.

A submarine torpedo boat appropriately christened "The Plunger," and designed for the United States Navy, has been launched at the yards of the Columbia Iron Works, in Baltimore. "The Plunger" looks like a great cigar, half submerged, as she lies on the surface, ready for her engines and armament, which it is thought will be in place and ready for trial early next year. With a length of 85 feet and diameter of 11.5 feet she has a displacement when floating light of 155 tons, and, when down on the load line, or with the superstructure awash, 167 tons.

H. C. BURRELL,

Marine Reporter.

We can Supply Men and Officers to Passing Vessels

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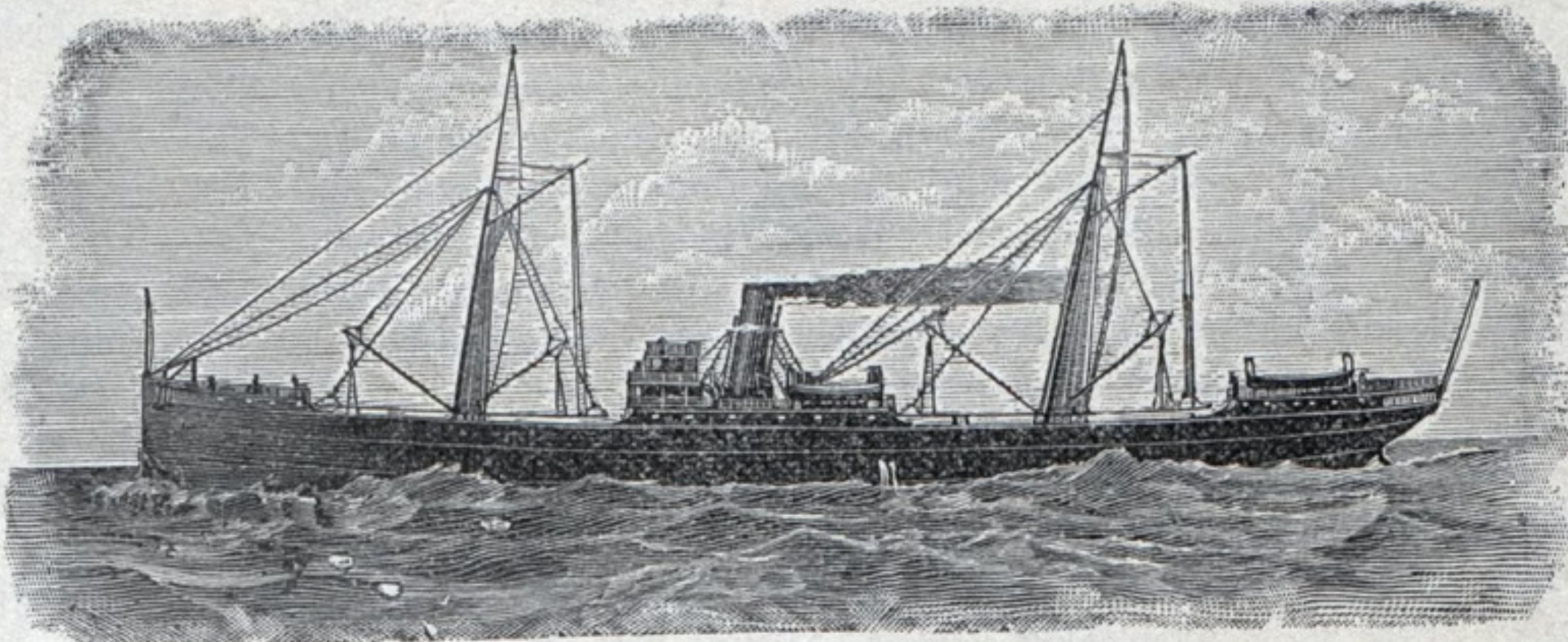
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two short.Our boats are
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To have offered a guaranteed watch for \$1.50 a few years ago would have only caused a scoffing public, but the marvelous progress in mechanics together with our enormous output have made it possible, and we are now proud to introduce to the readers of this journal our "NEW AMERICAN." This is no cheap, trashy affair. The case is of solid, yellow metal, equal in appearance to gold, and will not change color. The movement is the regular American lever, has second hand, patented escapement, 240 beats per minute, and a guaranteed reliable time keeper. The most wonderful of modern productions in quality and price. Sent on receipt of \$1.50. Your money back if you are not perfectly satisfied. We refer by permission to THE MARINE RECORD

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202-210 South Water Street,
CHICAGO, ILL.**EASTERN FREIGHT REPORT.**

Messrs. Funch, Edye & Co., New York, send their weekly freight report to the Record as follows:

"The advance engineered in our wheat market, and partially participated in by maize, culminated on Monday, when the bubble burst with a decline of 10 cents per bushel in wheat. Since then prices have again begun to crawl up towards a higher range, and there is some enquiry in our market in spite of the advance, although by no means an active one, and requiring some reduction in freights; still this contrasts favorably with the last ten days preceding the culmination of prices, when new business on our coast, in spite of daily reports of enormous engagements, was practically debarred. The test of the strength of the market is in the berth rates, which have receded for all U. K. and Continental ports, whilst new business for France was absolutely unworkable. Everything thus goes to prove that the rise in prices was not the result of enhanced legitimate demand, but simply killing business, and that the fixtures reported represent the settling up of contracts uncovered by freight. The recharterers of 'Boynton' and 'Cyril' represent a loss to original charterers of 6d and 4 1-2d respectively. The demand for deals remains active, and suitable boats would probably fetch 50s from the provinces for picked ports to the U. K. Charterers for timber are still in the market, but appears to be able to hold over any demand they may have for tonnage, for the present. Cotton charterers in the South Atlantic ports are offering for October loading, but business is restricted, owing to the momentarily very firm attitude of owners, whose views are from 1s 6d @ 2s 6d beyond charterers' limit; the Gulf ports being equally not over-supplied with tonnage for October, whilst more than easy for September, and fairly well covered for later months. The enquiry for case oil to the far East is fairly active, but whenever charterers here of late have acceded to an advance, they have met with so many offers of other boats at same figures that they have invariably

reduced their rates, and pursued the policy of taking their tonnage in a from hand to mouth fashion.

"The market for sail tonnage remains very firm, but business has been rather light during the past week on account of the continued scarceness of offerings. There is a fair enquiry in almost every direction."

SAILOR-LIKE.

According to Field and Farm, some cowboys, desiring to give their dead comrade an appropriate funeral, appointed one of the number to pray over the body; this he did as follows:

"Oh, Lord, I guess in your opinion I am pretty tough, but I ain't saying anything for myself; it's for Briggs. He's dead now. But, oh, Lord, he's as white a man as ever lived. He's got something away down in him as pure as steel, and, oh, Lord, he's got a heart in him as big as a mule. I'll tell you what he done the other day. He gave a sick Mexican \$4.40, turned round and nursed him through fever and the darned fellow hadn't been well more than two days till he stole Brigg's saddle pockets. Oh, Lord, you must not go back on such a man as that, because they are scarce in these parts. Oh, Lord, I never pestered any with the Bible and just now can't remember a hymn song, but if Briggs gets a half chance he'll make as good a record in heaven as any man that ever got there."

And firing a salute to the memory of the dead, they left him alone in his glory.

The whaleback steamer City of Everett, which took a cargo to Calcutta for the famine sufferers of India, is about to start on another interesting voyage. She will take a cargo of jute to Spain from Calcutta and from Spain she will transport a cargo of iron ore to the United States. At New York the City of Everett will load 4,000 tons of general merchandise for the Alaskan country and it is expected that she will arrive at the Yukon on or before March 1.

RULES FOR GETTING RICH.

The Buffalo Enquirer seems to have a new hand at the bellows or pumps and he is a daisy, too. He is always pertinent and pungent, strikes the nail on the head, as it were. An effusion a day or two ago under the above caption is more than to the point and as it is a-la-marine, we push it along as follows:

"Buy all the wheat there is and wait till the price goes up some more. If you buy two million bushels now at 85 cents, and wait till it gets up to a dollar a bushel, you will make \$300,000. This can doubtless be done in two or three weeks. Go to Klondike and find a pocket of gold. Put the gold carefully in a bag and bring it to the Philadelphia mint. You can there get it made into gold coin. If you find gold enough you will have a big fortune, and then can hire somebody to take care of your furnace this winter. Buy Cuban bonds at fifteen cents on the dollar and wait till they are redeemed at par. If you buy eight million dollars' worth, you will make quite a sum. Build a plant for the manufacture of armor plate. This is comparatively simple. Plants can be bought at any greenhouse. Armor plates are thicker than ordinary dinner plates, but that can be easily arranged by adjusting the gauge screws of your plate machine. When you have made a lot of it the Government will buy it at \$300 a ton. Smuggle all the opium there is in China into the United States. You can sell it at an enormous profit. Buy some ships to transport the wheat crop to foreign countries. This is not easy, but if you can't buy any ships you can build them. All you have to do to build a good ocean steamer is to make the hull, put in an engine, and fasten a rudder on behind. Any tinsmith will make a smokestack for you for a few dollars. The cabin should be nicely decorated. Get some gold paint and paint it prettily. Sister Nellie will sew the curtains for draperies. You can get a good deck at almost any deck store. Euchre decks are no longer used on the swiftest steamers. Poker decks are used somewhat on the trans-atlantic liners, and are said to give good satisfaction. Grain for transportation should be stored in the hold. When you get a good hold never let go. This is the first rule of the successful operation of ships. Attention to these few simple rules has made many a man very rich. We now place riches within the reach of everybody."

A MARINE NUMBER.

The publishers of Cassiers Magazine have got out a marine number last month, which exceeds anything yet published. The articles are as follows:

Specialties of Warship Design.—A Discussion of Modern Tendencies and Conditions. With twenty-five illustrations. By Sir William Henry White, K. C. B.
 Fast Torpedo Boats—Achievements of the Past and the Present. With thirty-five illustrations. By A. F. Yarow, M. Inst. C. E.
 The Problem of Steamship Design.—A Story of Fundamental Requirements. With fifteen illustrations. By Henry H. West, M. Inst. C. E.
 The Launching of a Ship.—The Introduction to the Native Element. With eleven illustrations. By Robert Caird, F. R. S. E.
 Hydraulic Principles Affecting a Floating Ship.—The Hydrostatics of a Ship. With fourteen illustrations. By F. P. Purvis.
 Marine Boiler Furnaces.—Making and Testing Modern Types. With twelve illustrations. By D. B. Morrison, M. Inst. M. E.
 Steamers for Shallow Rivers.—Problems in Building and Propelling Them. With thirty-one illustrations. By John I. Thornycroft, F. R. S.
 The Design and Building of a Steamship.—Details: How they are Worked Out. With fourteen illustrations. By Archibald Denny, M. Inst. N. A.
 Water-Tube Boilers for War Vessels.—Their Advantages and Disadvantages Impartially Considered. With sixteen illustrations. By Walter M. McFarland.
 The Naval Weakness of Great Britain.—A Question of Superiority. With ten illustrations. By Sir Charles W. Dilke, Bart., M. P.
 The Modern Marine Engine.—A Review of Fifty Years of Progress. With thirty-six illustrations. By Charles S. Hyde, M. Am. Soc. M. E.
 American Sound and River Steamers.—Luxurious Traveling in American Waters. With twenty-two illustrations. By Leander N. Lovell, Assoc. M. Am. Soc. N. A. & M. E.
 The Auxiliary Machinery of An American Warship.—A Matter of Important Details. With seventeen illustrations. By F. Meriam Wheeler, A. Am. Soc. M. E.
 Shipbuilding and Transportation of the Great American Lakes.—Facts and Figures About America's Great Inland Seas. With thirteen illustrations. By Joseph R. Oldham, N. A.

Steel for Marine Engine Forgings and Shafting.—A Discussion of Materials and Methods. With seventeen illustrations. By R. W. Davenport, M. Am. Inst. M. E.

The Coaling of Steamships.—Ways and Means in Different Ports. With twelve illustrations. By S. Howard Smith.

Submarine Navigation.—Facts About Submarine Boats, Historical and Otherwise. With seventeen illustrations. By John P. Holland.

UNITED STATES DRY-DOCK.

In connection with the building of government dry-docks the Record has been shown a letter, the following of which is a copy:

Navy Department, Office Assistant Secretary,
 Washington, March 12, 1895.

Simpson Dry Dock Co., New York City.

Dear Sirs: In reply to the enquiry made of the Department by the Hon. George Gray, United States Senator from Delaware, as to the character of the work performed by you for the Government in the building of dry docks at the Navy Yards in Brooklyn, Philadelphia and Norfolk, I have the honor to say that the works in question are considered by the Department to be entirely satisfactory, and are deemed to be good, serviceable and substantial docks in every way. These docks have been very extensively used by the Navy since their completion, so that they have been subjected to almost constant wear, without complaint being made of them in any respect.

Very respectfully,

W. McADOO,
 Assistant Secretary.

(Signed.)

NOTES.

A benevolent Boston woman, who is sorry for the poor seals which are being exterminated for the sake of their skins, proposes that American women shall come to their relief by declining to wear seal-skin coats. The suggestion is kind, but not valuable. If the seals can't be protected, they will be wiped out, but it will not be the fault of the women who wear seal-skins, but of the government of Great Britain.

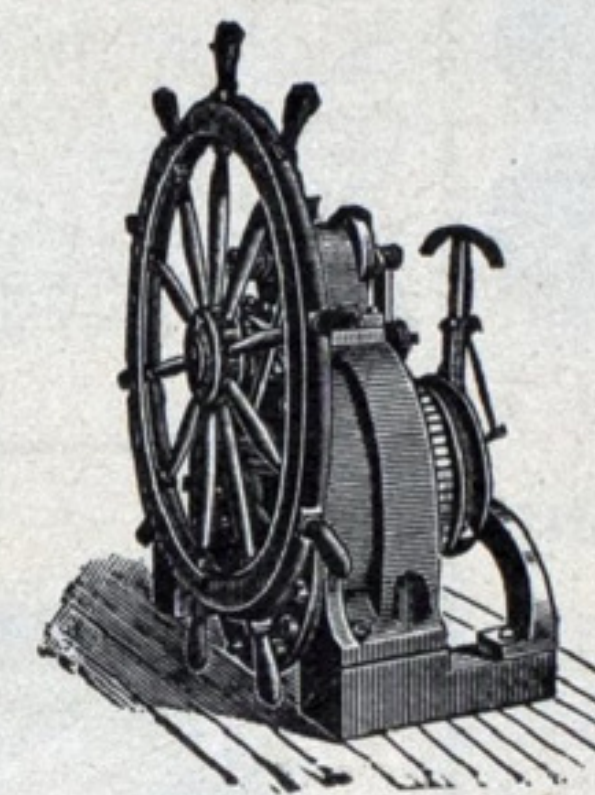
The grain movement into and out of Chicago during the space of 48 hours between Saturday and Monday was

terrific. Exactly 5,065 cars of all sorts were received, including 3,585 cars of corn. Shipments aggregated 2,400,000 bushels, all kinds of grain, including 119,000 bushels of wheat, 1,666,000 bushels of corn, over 500,000 bushels of oats. The receipts in bushels were: Wheat, 175,500; corn, 1,244,000; oats, 558,000. The remainder was rye and barley.

It is expected that if Capt. James Reid succeeds in raising the Cayuga he will be given a contract to raise the steel steamers Albany and Philadelphia, which were sunk by collision off Point au Barques, Lake Huron, four years ago.

It is said that Japan is about to place a contract in this country for the rails and material required for the 1,200 miles of railroad which it is about to construct in Formosa, with the object of opening up to trade the phenomenal and as yet totally undeveloped resources of that formerly Chinese island. Japan itself has already 3,500 miles of railroad in operation and is rapidly extending the system. The importance of the Mikado's empire to the United States as a market for American goods is demonstrated by the fact that the returns just issued at Tokio show that the imports in 1896 exceeded those of the previous year by no less than \$27,000,000. The imports are larger than the exports by \$30,000,000. Japan has now a mercantile marine of 360,000 tons in steamers and 27,000 tons in sea-going sailers.

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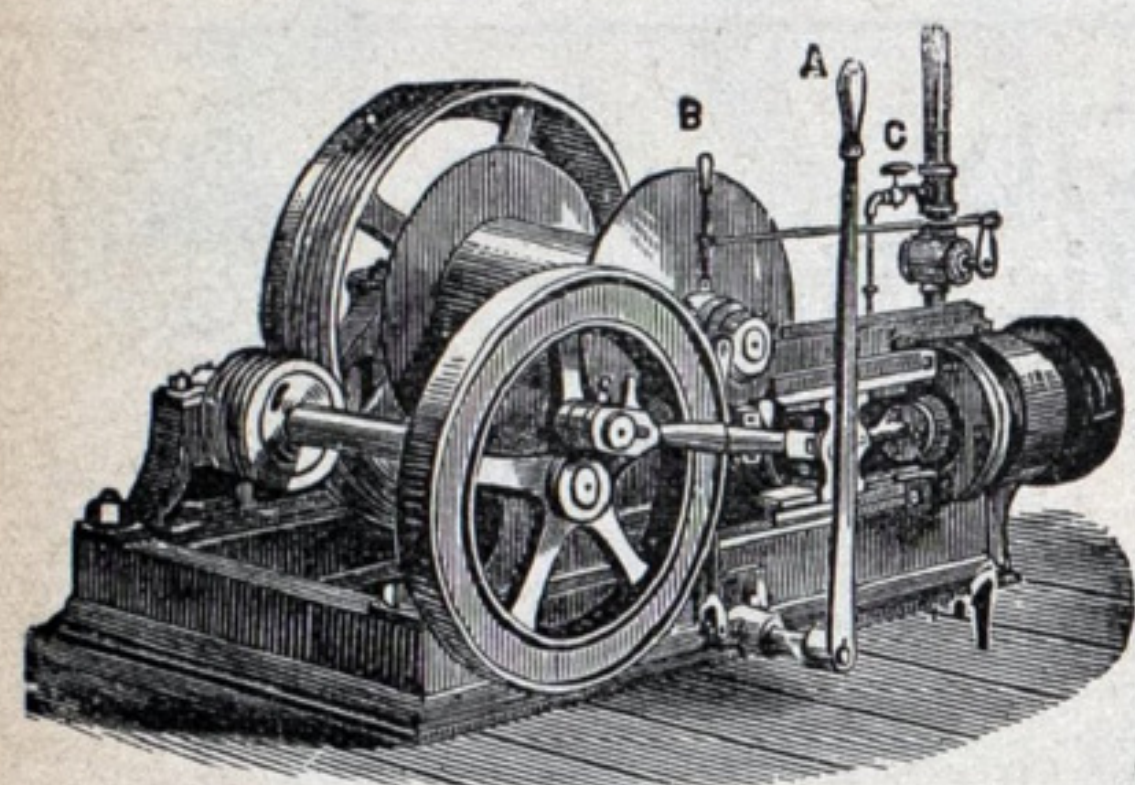
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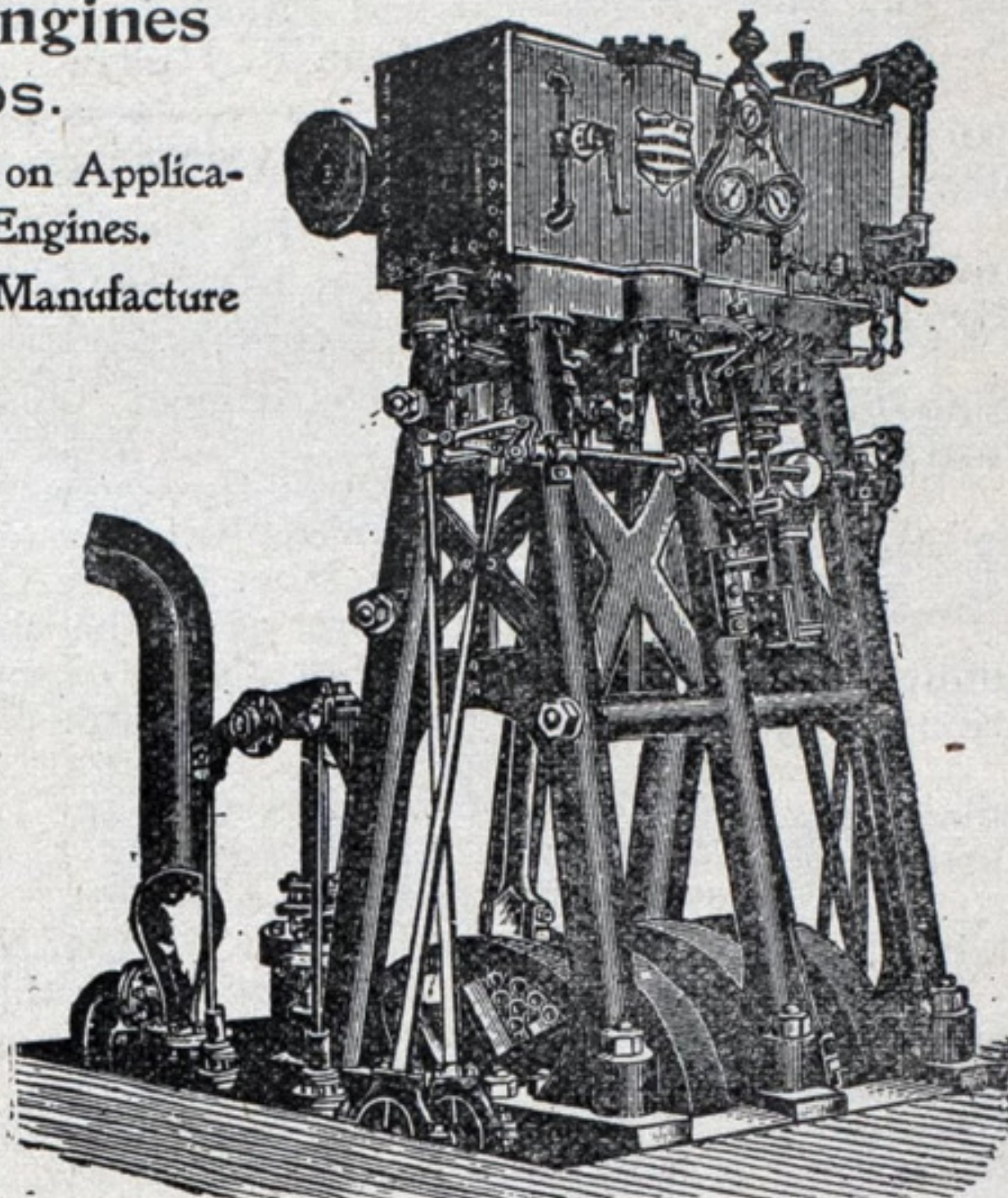
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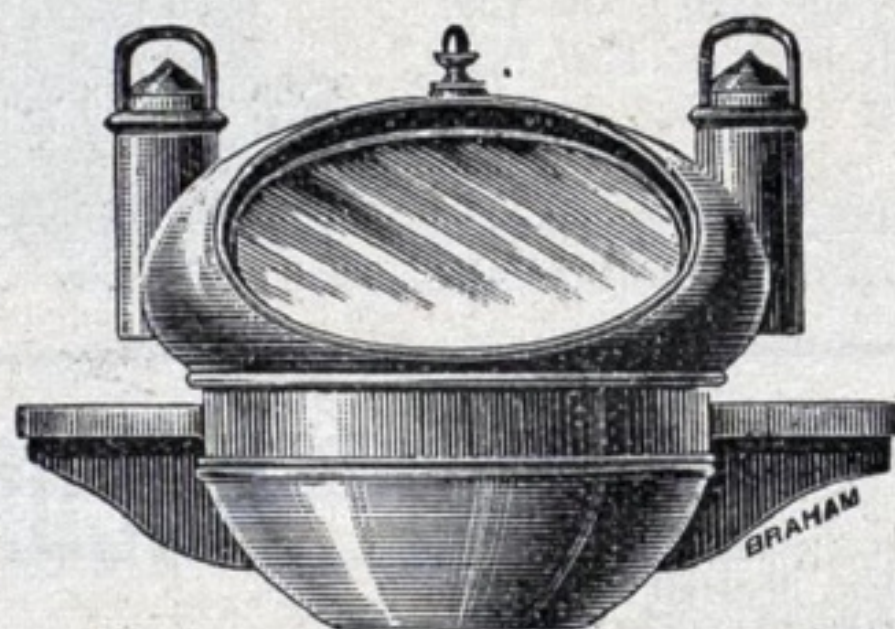
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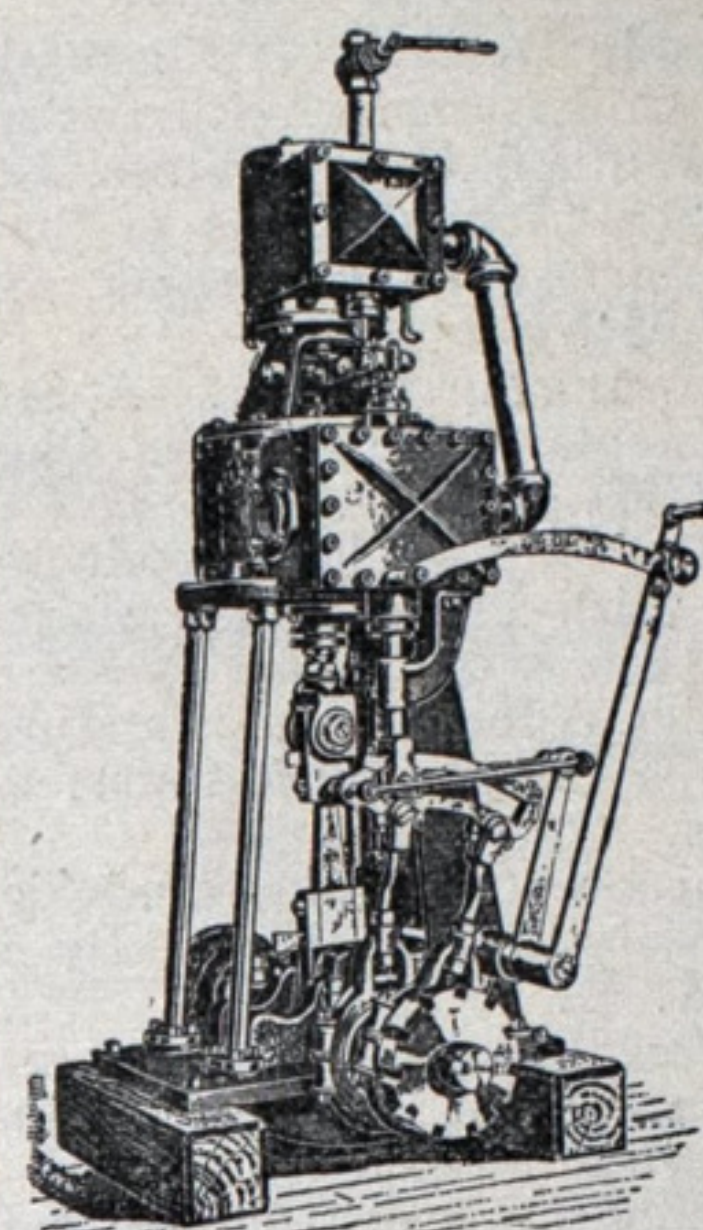
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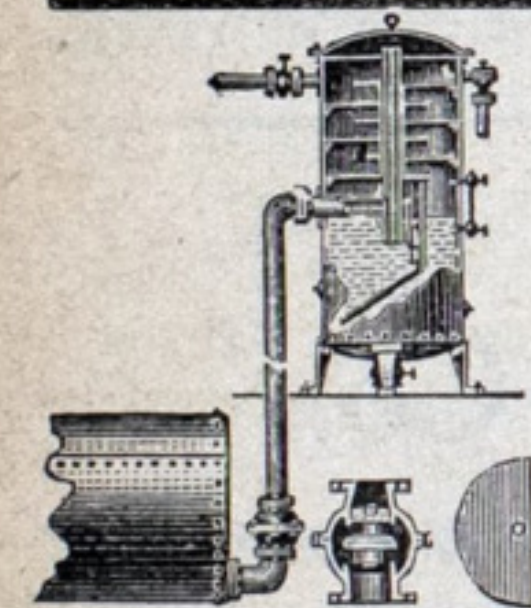
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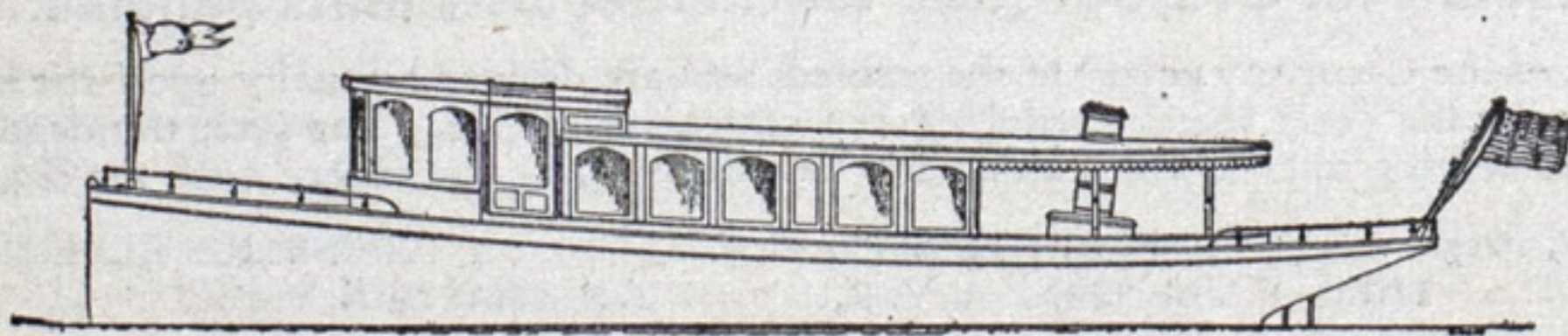
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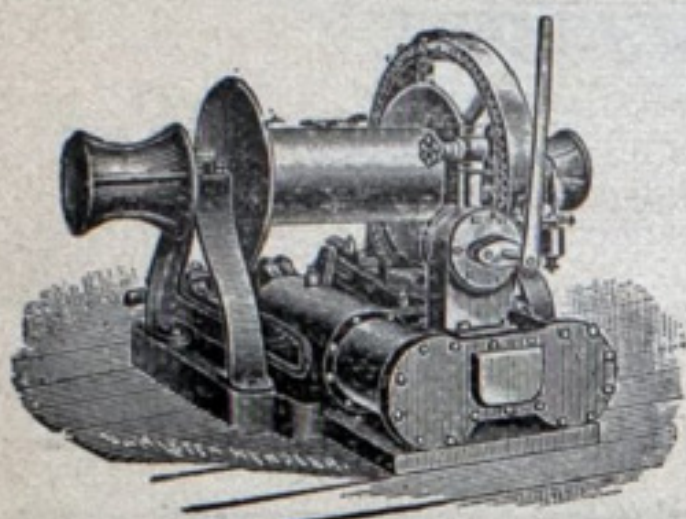
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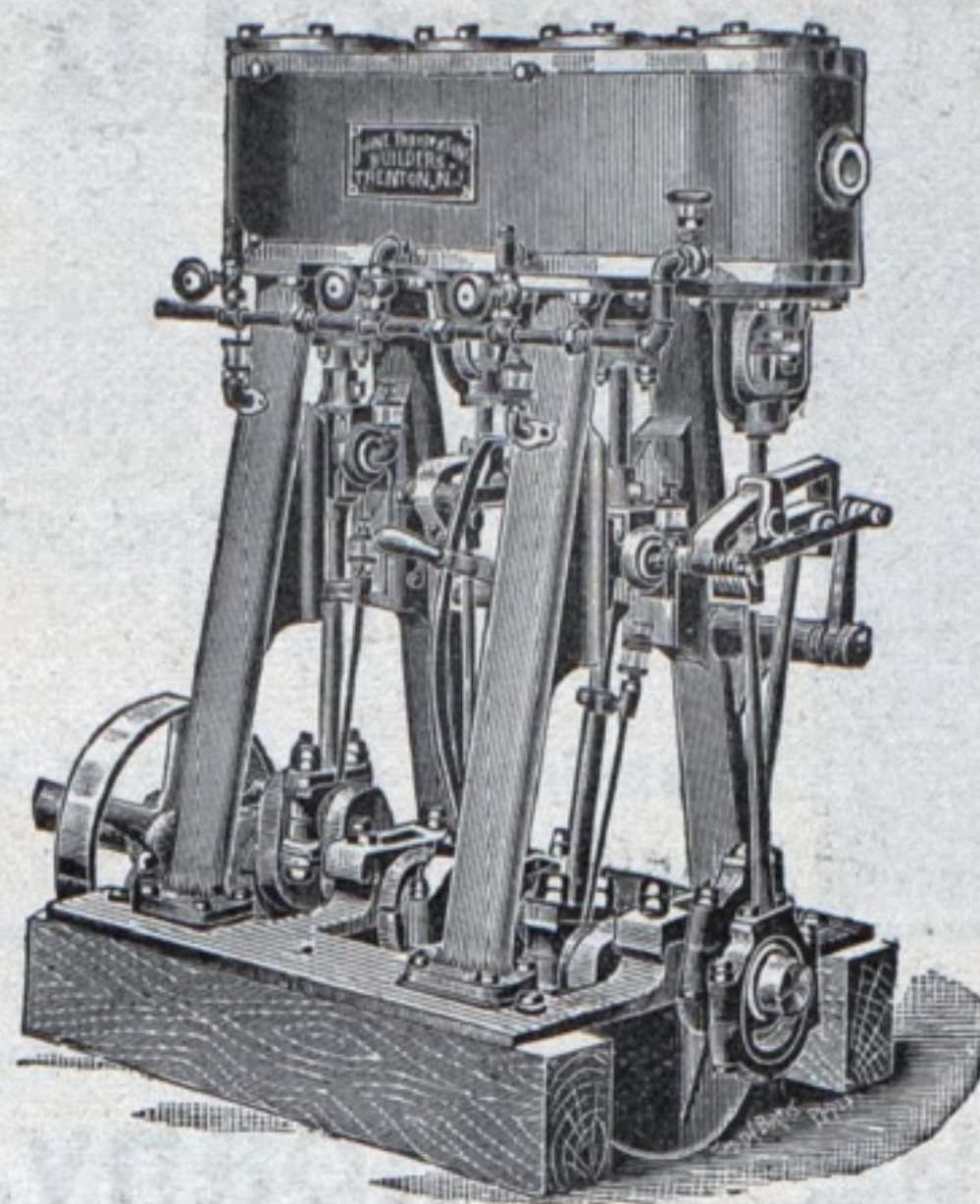
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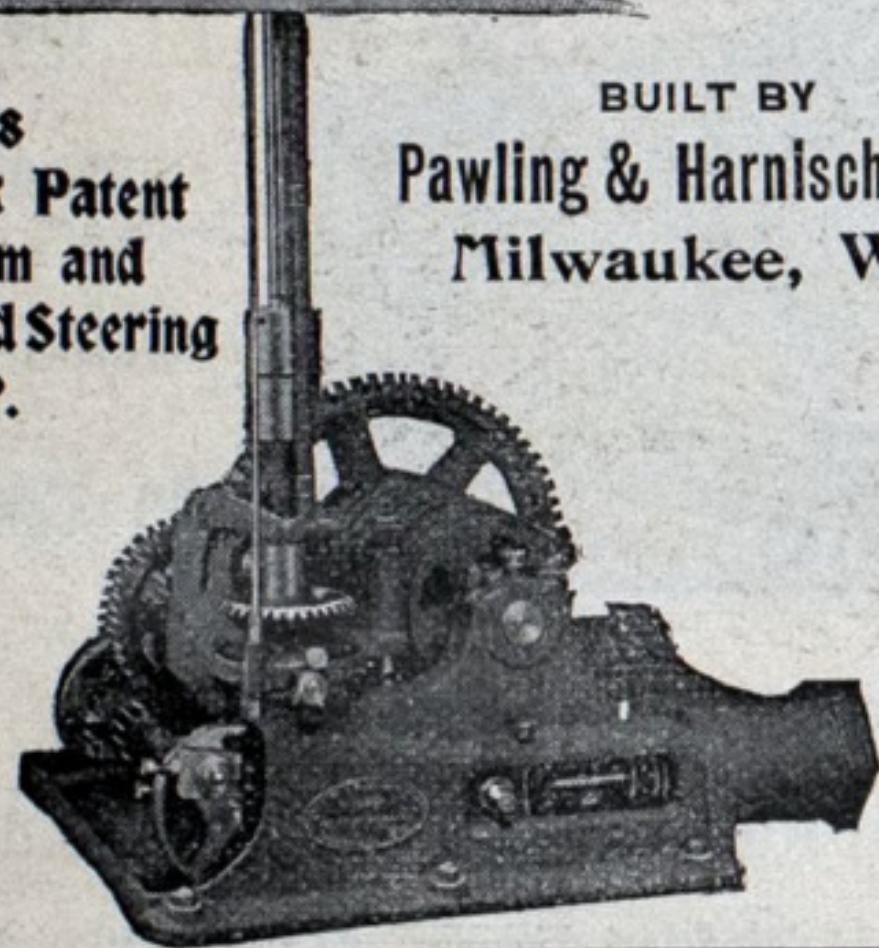
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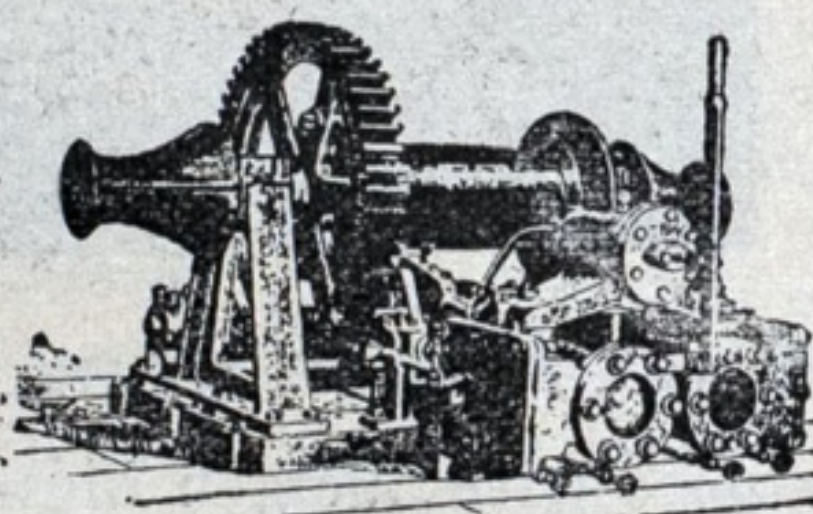
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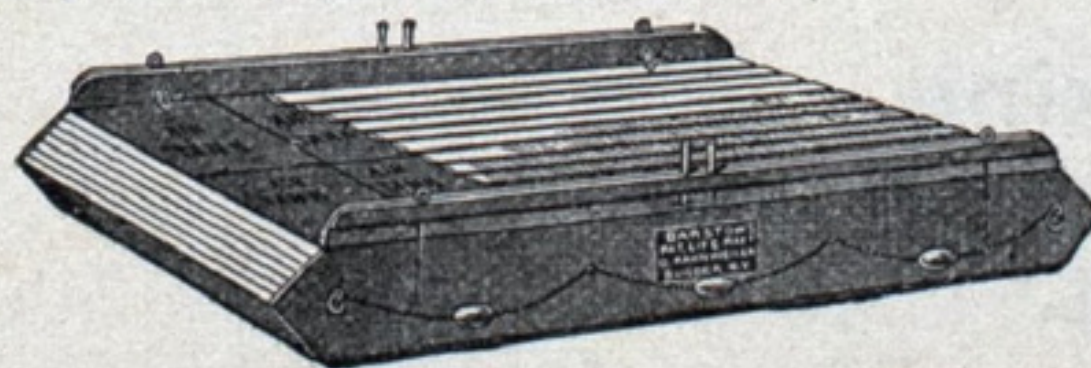
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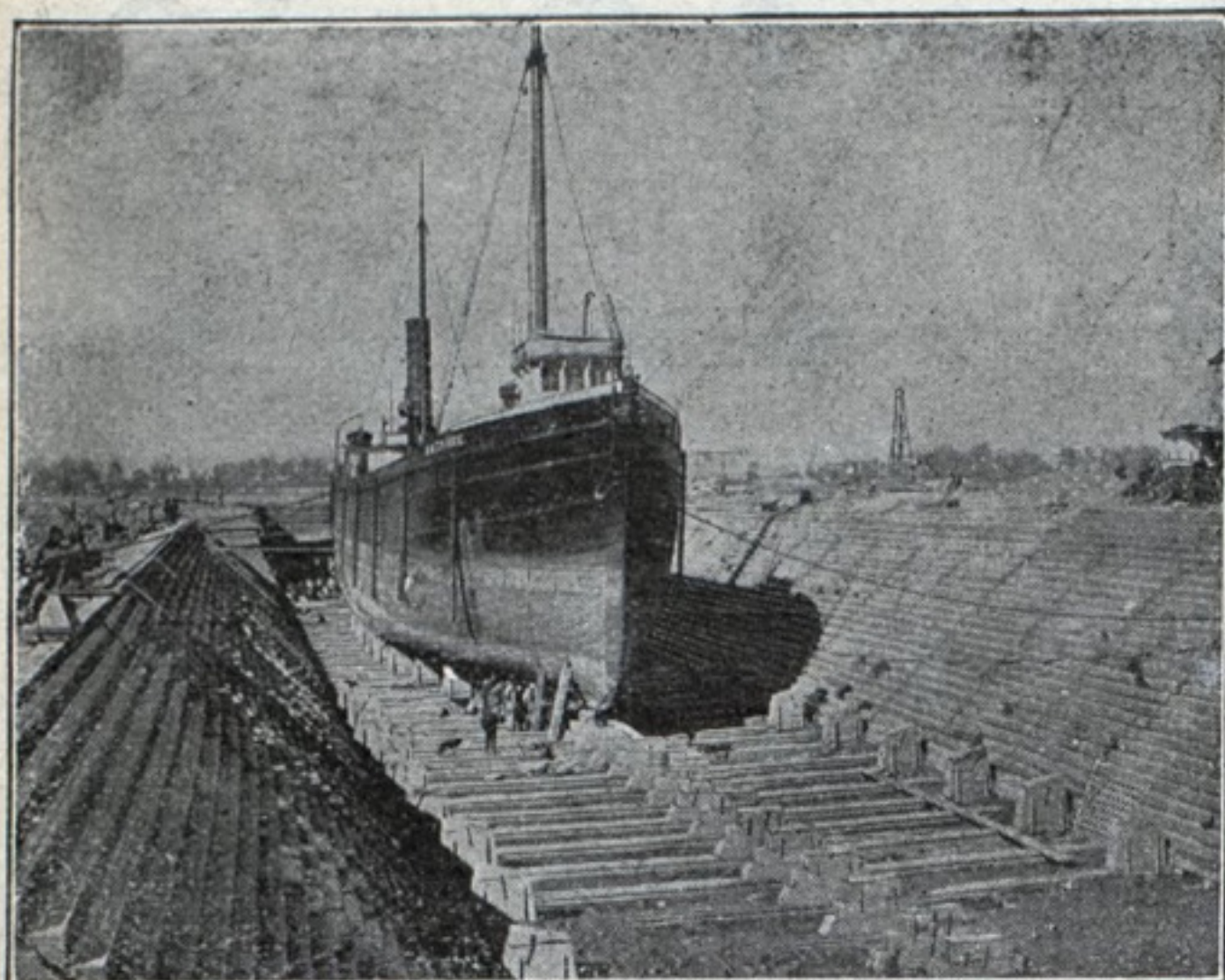
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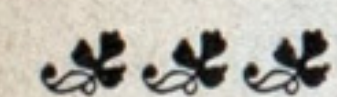
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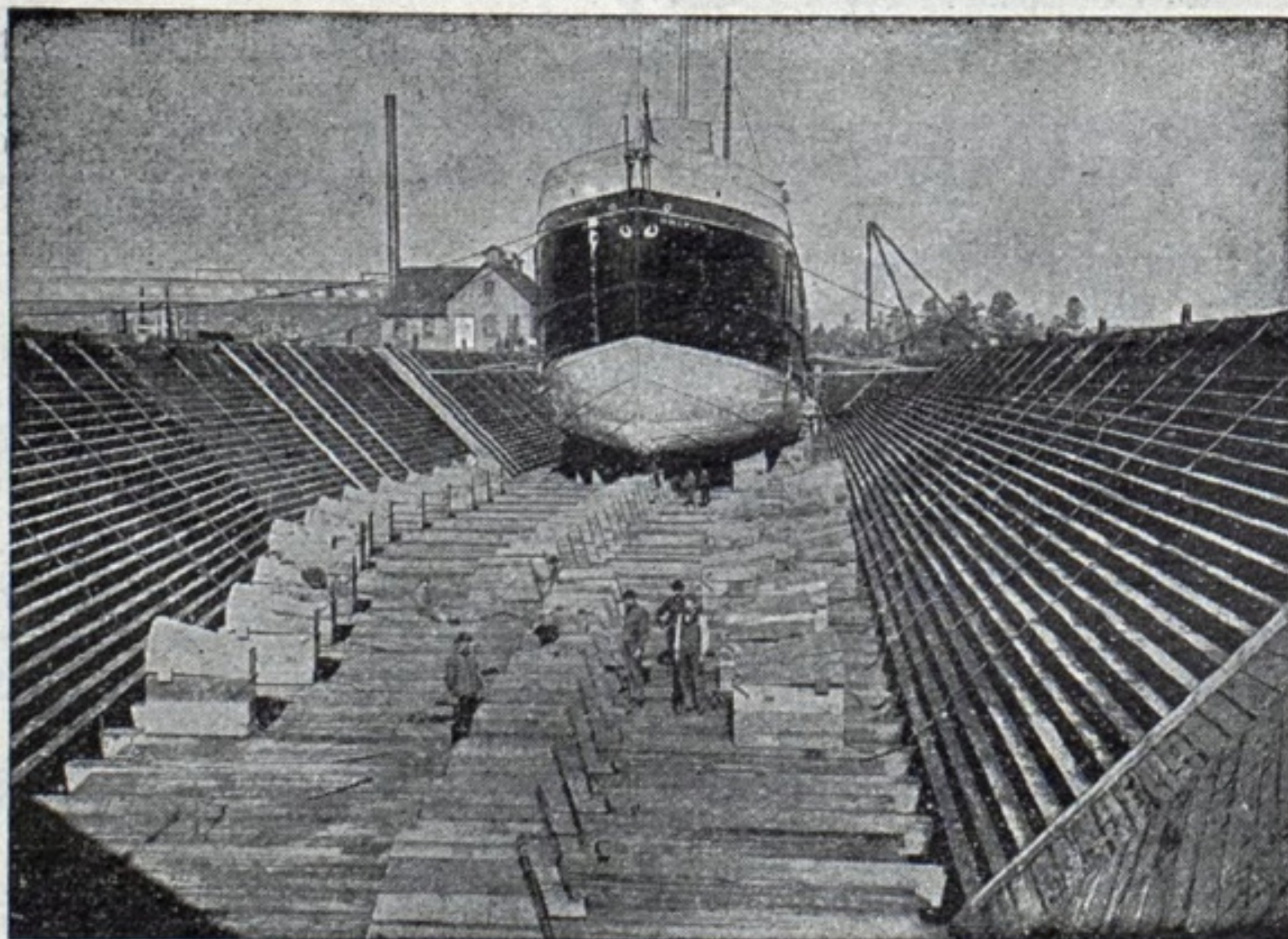
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SIZE OF DOCK

Length, Extreme.....	587 feet.	Entrance, Top.....	55 feet 9 in.
Breadth, Top.....	90 " 4 in.	Entrance, Bottom.....	50 "
Breadth, Bottom.....	52 "	Depth over Sills.....	18 "

LARGEST DRY-DOCK ON THE LAKES.

Prices for Repairs and Docking
same as at Lower Lake Ports.

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A Number of Propeller Wheels in Stock at Dry-Dock.

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**Dry-Docking,
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EAST SIDE, NEAR IRONVILLE, - - - TOLEDO, O.

Dimensions of Dock, 236 feet long, 55 feet wide at top and 37 feet wide at gate. Nine feet water over sill. RATES OF DOCKING, Ten Cents per registered gross ton for vessels over 200 tons. Jig Mill and Planer in connection with Dock.

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Paint Your
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Superior Graphite Paint

NO BLISTERING, CRACKING OR SCALING.

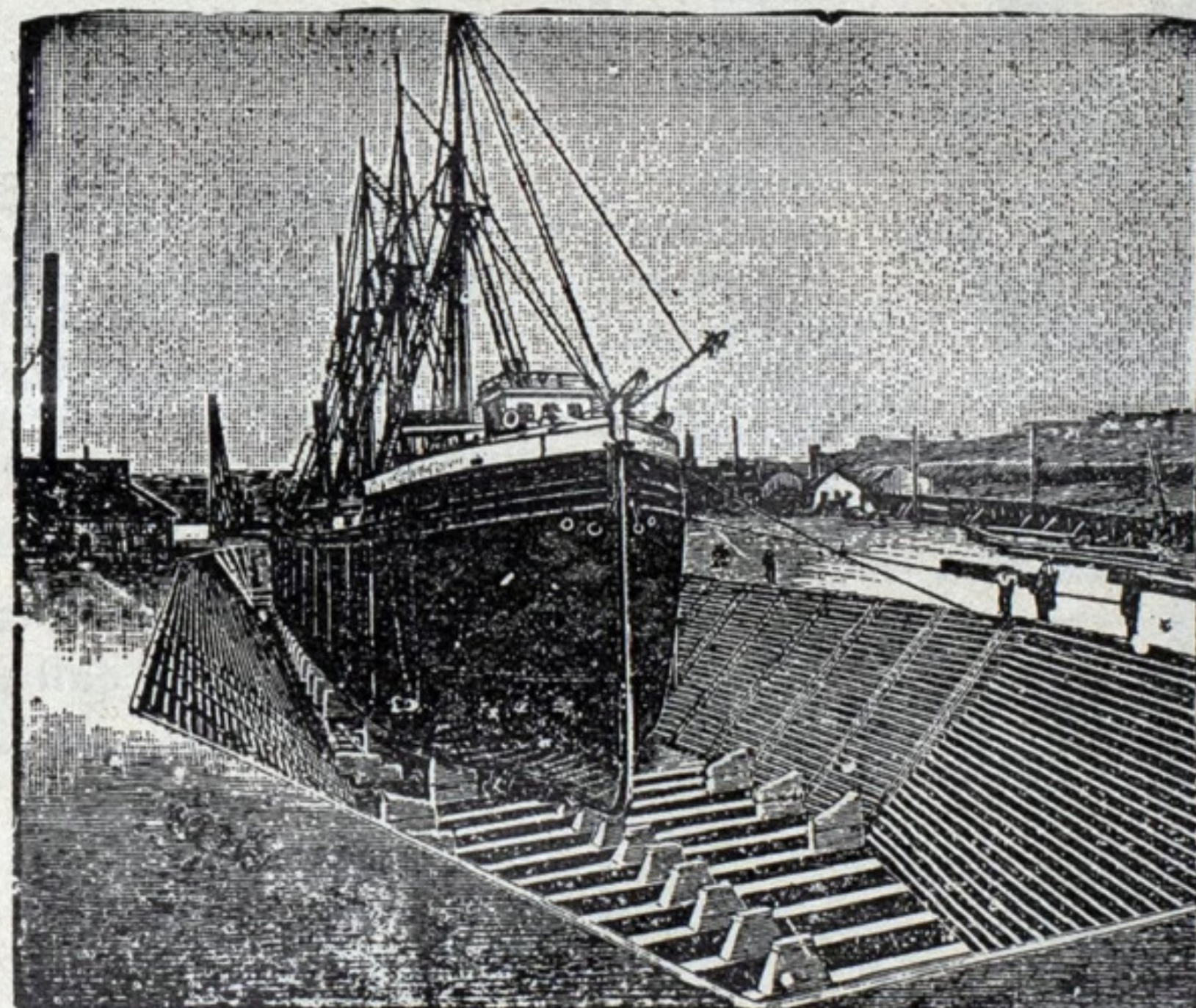
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